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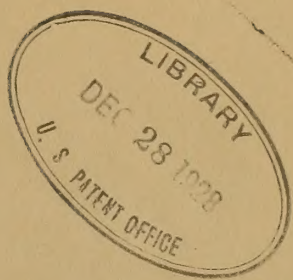


















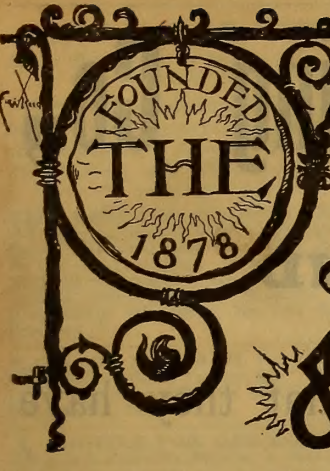




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# THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.  
5 cents a copy.

BOSTON, 2 NOVEMBER, 1888.

Volume XVIII.  
Number 1.

"At the Kansas City Tournament last week there were twenty-one events, each and all of which were won by Victor Light Roadsters, the track being too bad to use racers. This is a rare occurrence, but shows the popularity of the Victor in that part of the country."—*Spectator*.

 We didn't lend these bicycles. The riders bought them to win on.

Yes, 21 is a large percentage of the events, but what we call your attention is that the bicycles were the same as we sell to riders; not racers, made to win races, and entirely different from roadsters. If you want a racer buy it or borrow it of those who make racers. We make Roadsters, and make them to "get there." Racing bicycles bear little relation to roadsters.

---

## Overman Wheel Co., Boston.



# The St. George's Engineering Co.,

**BIRMINGHAM, ENGLAND,**

Are advertising in all the English Cycling Papers that they have made and sold this season

## Two Thousand

## NEW \* RAPID \* SAFETIES,

And that out of all these machines they had not heard of a single broken spoke.

TRULY THERE IS A LOT IN THE

## TRUE TANGENT WHEEL,

of which the ST. GEORGE'S ENGINEERING COMPANY are the inventors.

Send for Catalogue of these celebrated machines direct to the works.



**FOR SALE OR EXCHANGE.**

In this Department, 15 cents a line. ~~85~~ Cash must accompany the order.

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**BIG BARGAIN**—\$125—Genuine Beeston Humber Tandem, specially built; 2 speed gear. Cost, new, \$300. This wheel holds the 24-hour American record for lady and gentleman. Wheel is in good condition. Will sell or trade for Safety Bike (lady's wheel or Tandem Bike preferred). Address W. J. C., care Long Island Wheelmen, No. 128 1/2 Bedford avenue, Brooklyn, N. Y.

**56-INCH NEW MAIL** for sale cheap. Also a Buffalo Home Trainer, \$15. Both machines are in fine condition. FRANK WARE, 2517 Turner st., Philadelphia, Pa.

**A BICYCLE FOR ONE DOLLAR.** I have a 52-inch Columbia Bicycle, in first-class condition, which is cheap at \$65, which I will sell at \$1 per number. Every person sending me \$1 will receive a ticket, which entitles him to a chance for the Bicycle. The numbers to be drawn December 15th, 1888, by uninterested parties. Will be square in every way. NELSON A. BRADY, League Consul, League No. 15,632 and 6897, Johnstown, Fulton Co., N. Y.

**BEST** cash offer takes 56-inch New Mail Bicycle; enameled, spades, Kirk saddle, all ball bearings; good as new. Ridden 50 miles on smooth roads. Cost \$135. Luggage carrier goes too. NELLIS & TABER, Herkimer, N. Y.

**NEW RAPID SAFETY** and a 48-inch Special Star for sale cheap. Call or address HOWARD M. WHITE, 118 N. Greene st., Trenton, N. J.

**TWO BICYCLES FOR TWO DOLLARS**—52-inch Victor L. R., pattern '87; excellent order; not ridden over 300 miles. Victor Safety, '88 pattern, good order. 100 tickets to be sold at \$2 each; winner takes both, crated for delivery. Drawing when tickets are sold, which are now ready. Refer to First and Second Nat'l Banks here. A. B. REID, L. A. W. 3406, Clarion, Pa.

**FOR SALE**—56-inch Expert Columbia; as good as new; at a bargain. Call or address No. 105 Magazine st., Cambridgeport, Mass.

**STOLEN,**

Wednesday, Oct. 17th, 46-inch Standard Columbia Bicycle, No. 5937; machine was pretty well worn, and bright parts rusted. Had parallel bearings. The Thief was a young man about eighteen or twenty, dark hair, dark eyes, face slightly freckled; height about 5 feet 6 inches. Ten Dollars will be paid for information that will lead to the arrest and conviction of the thief. HART CYCLE CO., No. 811 Arch st., Philadelphia.

**TRAINING FOR AMATEUR ATHLETES, WITH SPECIAL REGARD TO BICYCLISTS.** By Dr. H. L. Cortis. The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way practical, it can be strongly indorsed as giving all the information that a book can give on this important subject. Second edition. 50 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

**TRICYCLING FOR LADIES.** By Miss F. J. Erskine. "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." 25 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

**HEALTH UPON WHEELS.** By W. Gordon Staples, M. D. Contents: What is meant by Health; Health of the Skin; Baths and Bathing; The Morning Tub; Rules for Seaside Enjoyment; Dyspepsia; Errors in Diet; The Man and the Stomach; Remarks on Diet; Drinks on the Road; Advice on Training and Exercise; Medicines in Training; Road Comforts; How to Ride; Clothing; Care of the Feet; Care of the Hands; Soap—Toilet Requisites; Calmatives—Nervousness—Sleeplessness; Mineral Waters; Tourist's Filter. Price by mail, 50 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

**Bicycles, Tricycles, Tandems and Safeties.**

All makes, selling without regard to market value, to make room for a large stock of 1889 patterns of Singer Cycles. Make your own price, cash or instalments. All goods guaranteed as represented. Call or send for description.

**W. B. EVERETT & CO.,**

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(Odd Fellows' Building,)

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**REPAIRS**

of all kinds a specialty. The only house in the trade that can supply parts of all makes. New England Headquarters for the American Wheels Catalogue free. Second hand machines in job lots; prices very low. Big discount to investors. Before you buy write or call on us; it will pay you.

**MURRAY'S,**

243 Columbus Ave., BOSTON, MASS.

**OUR OFFER.****"Pedal and Path,"**

Across the Continent "Awheel and Afoot."

BY GEO. B. THAYER.

Being an account of most thrilling interest of how Mr. Thayer travelled 11,000 miles, visiting Yosemite, Yellowstone and other places of interest, 4239 miles of which was on the wheel, at a

Total Cost of \$284 !!!

The book has 244 pages of letter press, and is beautifully illustrated.

**WE OFFER**

To new subscribers this book free on receipt of the yearly subscription price of the WORLD, \$1.

**WE OFFER**

This book to others for 25 cents.

This is a Bargain, as it is one of the most interesting book of travel "awheel" ever written.

**BICYCLING WORLD CO.,**

No. 12 Pearl Street,

BOSTON,

MASS.

**SPECIAL.**

All Advertisements in this Department 20 cents a line.

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**A NEW WHEEL FOR FIFTY CENTS**, of your old machine, with one coat of R. I. Enamel. The most durable and best substitute for baked enamel. Will be sent postpaid for postal note of above amount, if your dealer does not have it. WHITTEN & CO., Manufacturers, Providence, R. I.

**10,000 PAIRS SPADE HANDLES**, superior style and quality, at \$1.50 per pair. For particulars write C. H. METZ, Utica, N. Y.

**BICYCLES**—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

**LAMSON'S LUGGAGE CARRIER**, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

**BICYCLES AND TRICYCLES.** Send for our List before you buy. Complete Repair Shop. Special attention paid to tourists who need repairs. W. M. FRISBIE COMPANY, 16 Crown st., New Haven, Conn.

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20 Different styles, 20

Second-hand Bicycles bought, sold and exchanged. Send stamp for the most complete WHEEL catalogue ever printed

THE JOHN WILKINSON CO., 55 State St., Chicago, Ill.

**L. A. W. BADGES,**

For Gold Pins of the Official

Design, send direct to

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Used the same as Sealing Wax. No Naphtha. Dries instantly, and can be carried in vest pocket or saddle bag. Price, 25 Cents. Don't wheel without it.

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MEDINA, N. Y., Oct. 5th, 1888.

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Respectfully,  
NEIL F. POSSON,  
Teacher 4th Grade Medina Free Academy.

"I believe the Springfield Roadster is the best wheel manufactured for all around use."

F. E. EASTLACK,  
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"I would ride no other."

JONATHAN KOLB, M. D.,  
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"The most practical Roadster on the market."

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"Too much in favor of the Springfield Roadster cannot be said. As an all around machine it has no equal."

C. L. ROBERTS, Dunlap, Iowa.

"My No. 2 wheel runs like grease. It is the easiest running wheel I was ever on."

F. M. MILLER, Coldwater, Mich.

"I know from experience that for comfort and ease, long distance riding, over good or rough roads, it is the best bicycle made."

C. D. MCINTOSH, Salem, Ind.

"My wheel works very nicely and has never got out of order."

JOHN S. COPP, Coldwater, Mich.

"There is no doubt in my mind that it is the most serviceable all around wheel in the market."

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"I am very much pleased with the Springfield Roadster."

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"It is far ahead of any wheel in the market for safety, durability and general road use. For bad roads and hill climbing it has no equal."

ROTTMAN & PUGH, Terre Haute, Ind.

"It is the wheel of all wheels."

CHAS. HEWITT,  
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"The Springfield Roadster took the lead here early last spring and has held its own ever since. Twelve wheels were sold, over double the number of any other make. The boys all want them just as soon as they can dispose of their crank wheels."

A. LEROY, Springfield, Ill.

*Catalogue Free.*

**SPRINGFIELD BICYCLE MFG. CO.**

**The Greatest Work on Training Ever Published.**

**"THE ART OF TRAINING FOR CYCLE RACING,"**

— BY —

**GEORGE LACY HILLIER and T. H. S. WALKER.**

**This Volume is printed in English, French and German.**

CONTENTS—Advice to the Beginner; The Choice of a Machine; The Fittings of the Machine; The Arrangement and Care of the Machine; The Handles; The Pedals; The Head; The Tires; The Wheels; The Bearings; Oiling; The Racing Tricycle; The Gear Box; The Wheels and Tires; The Saddle Adjustment; Clothing; Foot Covering; Road Racing; Food in Training; How to Ride and Win a Race; A Few Hints to Trainers.

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**BICYCLING WORLD CO.,**

*Sole Agents in the United States,*

12 Pearl Street, BOSTON.

First consignment of these books expected by 8th November.





Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

## TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the Bicycling World Co.

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

## EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 2 NOVEMBER, 1888.

MR. GEORGE D. HAZARD, who for the past seven months has been connected with the advertising department of the WORLD, has by mutual consent severed his relations with this paper as its advertising manager. Mr. Hazard has decided to go out of the newspaper business, and has made arrangements to connect himself with the cycling interests in the manufacturing line. Just what the nature of the business is to be we are not yet at liberty to state, but in the near future we will give our readers the particulars of the business, which we believe will prove of interest to them. We also trust that Mr. Hazard will find his new business as profitable as the prospect now promises.

THE sad death of Mr. McCombie, resulting from a fall from his bicycle, has revived the question as to the possibility of introducing life assurance as one of the branches of League work. This question is by no means a new one to us or to the League officers. It has been discussed, and it has been dismissed as impracticable for the following reasons:

First—To organize and run an accident assurance department means a considerable increase in expense in the way of clerical force, record books and necessary stationary. Second—As the assurance department would have to be managed on a purely business basis it would be necessary to investigate and report on every claim made whether for death or for injury, and such investigation could not be asked for, gratis, from the local officers of the League. Third—That there are already in the field companies properly organized and fully equipped to do this business at living and reasonable rates.

The above are briefly some of the reasons given why it is not advisable for the League to go into the accident assurance business. There is this to be said on the other side, and that is, the proposed League Assurance Co. would not be liable for anything except where injury or death resulted from riding a bicycle, hence the percentage of assessment would be much less than where claims are made on all accidents of whatsoever kind.

If the members of the League think that an assurance attachment to the parent body a good thing, they can have it by means of voting for same at a Constitutional Convention, but it must be understood that such a branch means extra expense, as with the present clerical force of the Secretary's office, the necessary work could not be accomplished.

WE cannot but commend the selection by President Kirkpatrick of Mr. Charles S. Davol, of Providence, R. I., as Chairman of the Racing Board. Mr. Davol has taken hold of the duties imposed by this important office in a way that promises well for the future of racing under the auspices of the League. The new Chairman is evidently awake as to the importance of revising the present rules which have been shown to be weak or inefficient. We hear that the country will be divided into districts (six, we believe), and that a handicapper will be appointed in each district.

We hope the knotty question of how to prevent loafing will take the careful attention of the Board. Many of the highest authorities have expressed themselves as to the best methods.

Mr. Hillier, who is among the very first in such matters, sticks to "handicaps first and last." Still this same authority is willing to try the lap racing scheme as set forth by Mr. H. H. Griffin of the N. C. U., a higher authority than whom does not exist. In a recent interview Mr. Griffin says:

"I regard these waiting tactics as the greatest curse that has ever fallen on any sport. This cankerworm is sucking up the very life's blood of the sport. Our best men have become dishonest dawdlers, whose sole aim seems to be—I refer to scratch races—to cheat each other by a smart finish and cozen the club out of the prize by false pretences. Suppose the race is ostensibly for five miles, the actual distance when there is any struggle is about a quarter of a mile or 600 yards. Such conduct would not be tolerated for a moment in any other branch of sport, not even in professional running. And what would be said at Henley in the final of the Grand if all the crews paddled down the course until 100 yards from the finish, when they indulged in a mad spurt? I have recently had two suggestions made to me in the weekly press; both, if slightly amplified, could be made to work wonders. The first is due to the London correspondent of the *Irish Cyclist*. Shortly, it is, that only the three fastest time-makers in the trial heats should be allowed in the final, as a man who can do his mile in 2m. 32s. has a much better right to be champion than the one who can do it in 2m. 35s. The second suggestion came from a Frenchman, but it wants enlarging and reforming; it would mean that if there were six starters in a five-mile race the positions of each one would be recorded at the end of every lap—the first man past would score one, the second two, and so on, as in the cross-country championship, and the lowest scorer would be winner. If this were tacked on to a time limit—to prevent loafing between the lap finishes—I defy the most expert dawdler to play his game. Unless stringent steps are taken, the little interest left in scratch races will disappear."

The last sentence of Mr. Griffin's will find an echo in every American rider's heart. Truly, unless something is done, some remedy found, cycle racing has seen its day.

The discussion of this topic is timely, and we trust the current of thought of the members of the Racing Board will flow strongly in this direction. To the above suggestions as to remedies we would add that of class racing in combination with time limit. It seems to us that out of these three methods something could be evolved that would result in reviving the waning interest in cycle races—more properly it might have been called "cycle processions."

MR. DUCKER advises us that the feeling in Buffalo is that we did not "give Rowe justice" in our editorial on the great fake. The same gentleman, in the same letter, reasons that Morgan played the part of the tempter. Now as to "giving Rowe justice," the term is ambiguous, perhaps we have not done him "justice." It is a pretty hard thing to mete out "justice" in such cases. We can scarce think the moral vision of our genial friend Ducker and his Buffalo friends is so obscured and biased as not to see that every man mixed up in the affair is equally guilty. What possible difference can there be between a man who proposes highway robbery and the man who says "all right we will do it and go shares." The parties to the "great combination" should now lift up their voices in earnest prayer and ask to be saved from their friends.





## NEW YORK.

"HAWKSHAW."

THE average club man here has from the start been but lukewarm in his support of the Alphabetical Road Racing Association, paying but little, if any, attention to the contest, and rarely putting himself out to attend its races. The support and active factor in the organization has all along been drawn from the ranks of Brooklyn and New Jersey clubs. Hence the failure of any contest on the forthcoming election day, if heeded at all by New Yorkers, will, as a rule, be hailed as a deliverance from a practice that brings no credit to the sport of cycling, and which has resulted in the rights of the many being jeopardized for the gratification and enjoyment of those few young hot bloods in the sport, who are imbued with the natural American instinct of trying to see "how fast they can go." Road racing is illegal in its conception and dangerous in its performance, and it is but performing the natural end to such affairs when it thus kindly rids the community of its unwelcome presence by dying a natural death from inanition, rather than waiting for the violent one at the hands of the law, which it surely would have met sooner or later.

It will not be long before some shrewd woman here will learn to ride a woman's bicycle, and seeing the future that is in it, will be smart enough to devote herself to teaching other women to ride it, and the result will be to her a good living, and to her pupils a fund of health and pleasure they never before experienced.

THE combined rivalry of an old-fashioned rain storm and an enormous democratic parade, reviewed by the President, was too much for the Berkeley Athletic Club, and they postponed the races until election day. While the repeated delays are of course aggravating, yet I think that the result will prove that the selection of election day will prove the most satisfactory date they could have secured.

J.T.B

IN my notes last week I committed the error of crediting the recent illustrated article in the New York Sunday World, on city wheelmen and their doings and abodes, to Mr. Sheehan, of the Manhattan Bt. Club, when the honor really belonged to Mr. F. W. Van Sicklen, which gentleman is not only an able writer, but is a rider and racer of no mean merit. Mr. Van Sicklen is a brother, I think, of the well-known Chicago wheelman of like name.

THE rumor that floated around some time since among the clubs that an effort was to be made to induce the Harlem Wheelmen to join the Citizens Club, and while retaining their present quarters and organization to be thereafter known as the up-town branch of the Citizens, seems to have had a natural death, as it is not confirmed by any appearance of fact. Such a move, though, would be a decided gain for both parties, in fact, if a satisfactory basis of amalgamation of the chief city clubs could be arrived at, the result would be the most stupendous and richest cycling aggregation in the world, but this is too Utopian ever to happen, as the various elements in their several organizations are incapable of any assimilation under any circumstances whatsoever.

IN my last letter I intimated that trouble was likely to result from the recent competition of certain wheelmen in the "championships" given by the N. A. A. A., which might result in those competing there being barred from all games held under the rules of the Athletic Union. I am pleased to state, however, that such will not be the case. It appears that the N. A. A. A., like the A. U., have a clause in their constitution relating to wheel races, in which it virtually renounces any jurisdiction over cycling competitions, turning that branch of athletics over to the L. A. W., and endorsing the rules and regulations of that body. Hence, while it was not specifically stated so, the recent two-mile "championship" given by the N. A. A. A. was run under L. A. W. rules, and as a result competitors are in no wise brought under the bann for competing. Wheelmen now occupy the enviable position of being the only athletes who can compete in games given by either of these rival athletic associations without making themselves, in consequence, amenable to the rule which excludes all those who compete in the games of one of these associations from entering those held under

the auspices of the other. For this very pleasant and extraordinary state of affairs they have to thank the L. A. W. and the Racing Board in particular, and yet the "woods are full" of addle-pated propounders of the query of "what good is the League, anyway?"

THERE has existed for a long time in the hearts of those high in authority in the L. A. W. an exaggerated desire for the welfare of the poor professional that has caused these gentlemen, who shape the course of action in the League, to lean towards an abrogation of the strict amateur law, so as to admit of the entry of our professional brethren into the L. A. W. ranks, or if not that, to at least put the members of the League upon an equal footing with the professional. In view of the recent disclosures of the professional ideas of honor, it is to be hoped that these abolitionists will once and for all cease any such attempts. The contract is one entirely too large. They can neither pull down the twelve thousand members of the L. A. W. to the level of the professional, nor can they elevate the half hundred or so of that "faking" fraternity to the standard of an amateur. I do not desire "to rattle the dry bones" of this family skeleton, nor to resurrect the mummified corpse of the amateur law, so that I may have the oft-repeated pleasure of wafting the gentle breeze of discussion through its hoary whiskers, but the recent expose is so germane to this issue that I hope I will merit forgiveness for this last look at the face of the "late lamented" issue, and I trust that my example of making it a farewell view of the corpse will be followed by the opponents of the amateur clause, so that henceforth this beneficial law may be allowed to sleep the sleep of the just, for just it is, beyond any and all question.

## CHICAGO.

## THE "STROLLER."

"LINNEUS" says he would like to see Percy Stone race Windle. I admire your nerve, "Linneus," but hadn't you better have Percy try Lumsden again before going for the scalp of Windle? There is plenty of money here in Chicago that says Lumsden can beat Stone and do it easy.

ARE we to have a hare and hounds chase this year or not?

WE are having our Indian summer here now, and wheels are numerous in all directions.

GARDEN tells me there is to be a great sand hill-climbing contest in Lincoln Park on election day, and watch the safeties get there.

THE Lincoln Club have formed a dancing class among their members, and it bids fair to be a very successful feature of the winter months.

THE new club propose to celebrate their consolidation by giving "something way up, clear up, awfully up," and that is all I can find out about it at present.

DICK FORREST now sports a medal won in a tug-of-war pull at Milwaukee recently. Whether in a bicycle race or anything else "Richard" always manages to get there.

HOSFORD, Randall and a few others are having an exciting contest for the monthly mileage record. Randall is working hard and Hosford says nothing, but smiles, and that smile of his means a good deal generally.

HARMON, at one time the fastest amateur in the city, has ceased to ride except semi-occasionally, and is now devoting all his spare time to amateur photography. Harmon is quite a genius and made his own camera complete. He already has an interesting collection of shadows.

THE Fort Dearborns gave another of their delightful Thursday night entertainments last week in the shape of a German; there were between forty and fifty couple present. A "smoker" is announced for Tuesday eve next, and a first-class time is looked for and all the old veterans will be there. As Mead says, "those who don't dance will have an inning."

WELL, the Chicagos held there meeting the 25th Oct., and voted to consolidate with the Fort Dearborns on the same terms as the Dearborn boys did, and now both clubs are hustling to pay off their old indebtedness and form one club, with no debt to hold them back, while the Englewood Club is already knocking for admittance at the door of the new Chicago Cycling Club.

It is still a close race between the New Jersey Division and the Illinois Division, as to who shall have the most members in the League, with Illinois slightly in the lead, and I understand that our Chief Consul has written a personal letter to all our representatives asking them to make a special effort to have all eligible wheelmen in their district join, and that at once in order to increase our lead over New Jersey.



I SEE the genial "Thistle" has an ad. in this week's *Referee* on the mileage records for the season, and all made with one exception on his brand of wheel. Noticing Randall's name as one who rode the same, and knowing that Randall used to ride another make, I asked him about it, and he said he noticed it, and if it were any one but Garden there would be a suit for libel at once, but as it was the "genial Bob" it would only cost him a "champagne dinner."

EVERYBODY is after records here in this burg at present. The twenty-four-hour record is catching it right and left, and Lord knows when it will stop. First, Mason of the I. C. C. tried it, then Spooner of the Lincolns took a whack at it, making 231 miles, beating Mason some seven miles. Then Frank Riggs, after waiting for some time for a favorable opportunity, takes a hand in with the result of beating Spooner, and a record of 240 1-2 miles. Then on the same day Riggs finishes, Mason, not to be bluffed, starts in for another whirl; result, the record is 277 miles. Johnny gets off his wheel, pins up his record, and with that comical look of his says, next? But I think John will hold the record for this season, although Tom Roe says if, etc., "I would knock that silly." But we all know "Tom."

#### PORKOPOLIS NOTES.

##### "STAR."

THE social feature of a bicycle club being paramount, the character of each applicant for membership should be carefully scrutinized, as not every rider of a wheel will make a desirable companion. The mere act of buying a mount by no means transforms a rowdy into a gentleman, and if the bars are let down to admit every Tom, Dick and Harry that is able to pay the club dues, the respectable element will soon become disgusted and join some other club where the standard is higher, whilst the hoodlums that remain will not be long in making the club an eyesore to the community.

"TOOT" HIGH says he knows the reason why Amor Hall so seldom uses his wheel.

SIXTH street is now paved with granite from Broadway to Mill-creek bridge, a distance of over two miles.

THERE may be nothing in a name, but it seems very strange that it should rain every time Captain Galway calls a run to Venice, O.

FROM the frequency with which Dr. Kempton, of Cummins ville, has lately been practicing on that Mt. Airy hill it is presumed that he is after Alsups's scalp.

AIR-BRAKE NORTON says that it is not an air-brake that he is experimenting with, but a compressed air motor that is intended to afford relief to the rider while climbing grades.

A FEW Sundays ago, while spurring on Race street, Teddy Alsups ran over a hair-pin, and—some of his most intimate friends are still able to recognize him, but he is not quite as handsome as he used to be.

SPEAKING of wheelmen's appetites, Mr. Chambers, of Miami-town, said he believed he could eat as much as any bicyclist, but his wife suggested that he wouldn't talk that way if he had ever seen Captain Galway eat chicken.

WHILE climbing a hill, Billy Miles, whose guileless face and hitherto irreproachable conduct have been the pride of his fellow-wheelmen, was detected in the act of shying his cap into the middle of the road as an excuse for dismounting. Who would have thought it?

IT by no means follows that the married state and cycling are incompatible, for if the wheel is good for the bachelor it is equally good for the benedict. To one who is confined in an office six days in the week the club run on Sunday is of incalculable benefit; he has the advantage not only of the fresh air but of the glorious sunshine, without which any form of exercise is of little or no benefit, for man, like plants, does not thrive in the dark, and it is for this reason that the use of the wheel at night is so unsatisfactory. Any sensible woman, therefore, on considering the extent to which her future welfare depends on the health and wellbeing of her husband cannot, or rather should not, object to these occasional excursions.

IT is rumored that the C. B. C. intend during the coming winter, to get up a sort of dime museum in order to raise money with which to furnish their new quarters. The programme is not out yet, but the following are believed to be some of the freaks that will be on exhibition: "Toot" High, the Living Skeleton; Nash, the Fat Woman; Nelson, Charley Ross; Miller, the Snake Charmer; Bennett and Norton, the Long Haired Sisters; the "Duke," an Egyptian Mummy; Charley Allen, the Wild Man of Borneo; Ralph Taylor, Tom Thumb; Piper, Captain Bates; Schultz, the Bearded

Woman; Pigman (who takes everything he sees), Door-keeper; Longley and Dr. Green, the Albino Children; Dr. Kempton (if he lets those whiskers grow again), Jo-Jo; Galway, the \$10,000 Beauty; Webster (who will not run), Casabianca; Walk Hall and Joe Hosea, the Glass Blowers; Miles, the Mascot; Littleford, Heidkamp and Irwin, the Three Graces; and Strobel, Sitting Bull.

#### ST. LOUIS.

##### "LINNEUS."

C. C. HILDEBRAND, Lieutenant of the Missouri, made an attempt to break the existing 24-hour record Saturday, Oct. 20. Unlike most people who make such records in parks or on asphaltum streets, he made his on the Manchester road, and although he only covered 100 miles it must be put down as a remarkable performance, as the distance was ridden on a cold, raw night, in twelve hours, and in the face of a strong wind. The night was dark, and the continued strain on his eyes in watching the road inflamed them so that he could not distinguish objects. This was the only reason for not finishing 200 miles as intended. He started at 8 P. M. The first thirty miles were ridden in 3h. 25m.; fifty miles in 5h. 30m.; twenty miles in 1h. 50m. Actual time for 100 miles, 10h. 45m.

THE "Cycle's" 100-mile run is set for Sunday, Nov. 18.

W. H. BARRON will soon again start his classes in the Missouri Bi. Club gymnasium, which proved so eminently successful last year.

OUR mileage friends have been getting in their work in great shape lately. Up to date Geo. E. Tivy leads them with 5020 miles; Tom Newman, with 4480 miles is second, and Ed Smith, with 3900 miles, is third.

MANNY and Randolph Daniels, of the Missouri, will shortly locate at Sedalia. This will make a loss of seven active men to the club inside of a few months, and some sharp recruiting will have to be done to make up.

SUNDAY, Oct. 14, the Missouri gave a well attended run in honor of President Kirkpatrick, to Fenton, distanced twenty-one miles on the Gravois road, where, contrary to expectations, a good dinner was had. The roads were in elegant shape, and the weather was perfect.

THE Cycle Club is corresponding with the wheelmen of Quincy, Hannibal, Louisiana and Clarksville with the intention of having a grand reunion at the latter place Sunday, Nov. 4. I hope to see the idea carried out as a large number of our riders intend going upon that day.

THE Missouri transferred a number of riders from the active to the associate list at their last meeting, among them being Sam Hatch, Tom Lynch and Jones Irvine, three members who had taken a lively interest in the club but have forsaken the wheel. This is not as it should be.

LOOKING over the wheelmen's register at the Western Hotel, Ballwin, I find that up to Sunday, Oct. 21, 406 wheelmen had registered there since the opening of the season, of which 166 were Missouri Club members, 151 Cycle Club members, 8 members of the Eurotas, and 81 were unattached.

THE Cycle Club made a diversion from the usual order of runs last Sunday by running out to Baden, a suburb eight miles north of town, and then taking a cross-road to Ferguson, where dinner was had, and come back by the Natural Bridge road. This is a new route, and is about thirty-five miles long.

THE wheelmen of the city lost a good friend in Mr. Jno. W. Turner, who resigned as Street Commissioner last week. His successor is Mr. Frank Burnet, a well-known civil engineer. He will no doubt be well disposed towards cyclists as I notice that Mr. Willi Brown, a prominent member of the Missouri is one of his bondsmen.

THE Cycle Club gave a smoker Saturday, Oct. 13, at which President Kirkpatrick and Treasurer Brewster were present by invitation. The guests were received by President Lucas, and introduced, after which the prizes won at the club races on Oct. 6 were distributed. Supper was served at 10.30, and the balance of the evening was given up to boxing, singing and chatting.

THE first entertainment of the winter series was given by the Missouri Bicycle Club Wednesday evening, Oct. 24. Seventy-five couple attended. Dancing began at 8.30 and was kept up to a late hour. Supper was served at the usual time. The Entertainment Committee, consisting of Geo. K. Andrews, E. B. Kidson and Jones Irvine, have every reason to feel proud for the successful termination of the affair.



CAPTAIN SANDERS, Julius Hart and W. H. Carlin, of the Cycle Club, trained it down to Springfield, Mo., a week ago with the intention of spending Sunday in that town. They rode their wheels from the depot, and being seen by an over zealous *Associate Press* reporter, a special was sent over the wires stating that they "were riding from St. Louis to San Francisco, using the centre of the railroad track." This caused a loud laugh, which was increased when they claimed the 24-hour record.

A. L. JORDAN and Dick Hurck started from the Cycle Club house at 4 A. M. Sunday to establish a 100-mile road record. The distance measured by cyclometer was as follows: Cyclometer at start, 343 1-2 miles. After riding over the Manchester road until cyclometer showed 370 1-2 miles, they turned and rode back to Des Peris without a dismount, arriving at 7.35 A. M. Left at 8.05, arrived home at 9.35; cyclometer registering 398 1-2 miles. Left at 10.40, arrived in Ballwin at 12.33; cyclometer, 420 miles. Left Ballwin at 2.15, arrived at club house at 4.28 P. M.; cyclometer, 445 1-2 miles. Total distance ridden, 102 miles; actual riding time, 9h. 11m.

## PENNSYLVANIA.

### "ARIEL."

HOWARD L. PYLE, of Wilmington, claims the local 100-mile record, according to the *Wheel* of Oct. 19, having run it in 8h 25m. 26s., actual riding time. Now I beg to take exception to any claim of this sort. This gentleman started in the morning, stopped off for dinner, and then resumed his ride; counting, as stated above, actual riding time. If I know anything of records, they must be made in one continuous ride for it would be perfectly ridiculous to permit a man to drop out for the purpose of refreshment or rest and then throw all that time out of the count, nor is this allowed in record riding.

"Did you ever hear of Wilson (Chas., Jr.)?" No? Then apply at South End Club house for full particulars.

CAPTAIN FONTAINE, Dr. Roy and Mr. Fisher of the Citizens' Bicycle Club of New York City, spent Sunday, Oct. 21st, in this city as guests of the Pennsylvania Bicycle Club. A run out to the Pike, in the teeth of a tremendous northwest gale, with a substantial dinner at the end of it (the run, not the gale) filled in the day.

FOUR of the South End—C. W. Kolb, E. G. Kolb, C. A. Dinion and James Edwards—last Sunday broke the club record by covering 106 miles, to Coatesville, Overbrook, Haverford and back to the city. Mr. J. R. L. Edwards, of the same club, took a trip a-tandem to Chester, with a feminine cyclist on the front seat, returning in time for luncheon.

THE Philadelphia Driving Park Association make a most liberal offer to the South End Wheelmen. They propose to allow the club the use of their fine track at all times, with sundry other privileges, and will erect a shed for the storage of wheels; in return for which the club is to give bicycle races during the Association's meet. Rather what you'd call a "snap"! Final arrangements are not yet completed.

DRAPER, who won the race for the 5-mile Challenge Cup of the Pennsylvania Bicycle Club, last Saturday, will bear watching. I put him down as one of the coming flyers. He is also a member of the South End Wheelmen and intended entering for their annual ten-mile road race, but supposed it would be postponed on account of the rain. The next Saturday he rode over the course and beat Kolp, the winner's time by four minutes, covering the ten miles in 38 minutes.

FOUR of the Pennsylvanias report figures ranging over twenty-five hundred miles to date. They are: Draper, 3070; Leisen, 2812; Halsted, 2768; Merrihew, 2734. Six others have run over two thousand miles. I have endeavored to get the Century's figures for some time, but to no purpose. I say, Captain W. T., it's time for you to come home from Ohio, now; you've had enough shooting, and your first and second lieutenants are terribly demoralized. What's the matter with Mac and Bobby, anyhow?

COMPLAINT is made by the *Athlete* that our local wheelmen do not support the Associated Cycling Clubs as they should. It occurs to me that the boot is on the other leg. Why does not the Association get up inter-club runs, or something of that sort? Captain Supplee proposed one and was promptly sat upon. A sad mistake, gentlemen. Try it for Thanksgiving Day—an inter-club run, a dinner, and, to relieve the enthusiasm of the scorching element, a team road race—and see if you don't secure the largest turnout of the season. I have felt the local pulse on this question and know.

THE *Press*, which has always been doing up the the local cycling news very completely, has made a change and Mr. Collins, who at-

tended to that branch of the sporting column has severed his connection with the paper. Whether this change was in the interest of economy or not I do not know, but this much is certain—their cycling notes are now composed almost entirely of clippings, with some little local news sandwiched in. This is to be regretted for the *Press* has always made a great point of its complete sporting news, and contrasted with the *Times*, its cycling notes now make but a poor showing. The latter journal's cycling column is the most complete and accurate of any of the city papers.

## NEW ORLEANS.

### "NOKOMIS."

LAST Monday morning about half past seven four of the Louisiana Cycling Club could have been seen wending their way through a drenching rain towards the Mississippi Valley Railroad depot. They were Betts, Frederic, Hathorn and Renaud, on their way to Baton Rouge to attend the bicycle races given in conjunction with the State Fair being held in that city. Of course when they reached Baton Rouge the rain was still pouring down, and they were greeted at the depot with the cheerful news that "the races were postponed until next Thursday." They were taken in tow by the boys in Baton Rouge and escorted up to the hotel, where Hathorn and Frederic demolished a hasty dinner and took the next train for New Orleans. Renaud and Betts stayed over night, and painted the experiences of their stay in glowing colors when they returned. Baton Rouge has six wheels in the town, and there is talk of forming a club there.

LIEUTENANT GRAHAM now rides a "Goat," and is willing to bet that he can go faster on it than he could on his ordinary. Strange!

A FEW Sundays ago twelve members of the L. C. C. took a thirty-five mile run up the river and visited the sugar plantations along the route, and in their language, "had a royal time."

MR. P. R. BATSON, an enthusiastic member of the L. C. C., has offered a handsome medal to be run for under similar conditions of the Renaud medal, which medal has been won by E. W. Graham, the first race taking place on the first Sunday in December. This will keep the interest up all through the winter, and will keep the racing men of the L. C. C. in condition.

CLUB runs to the sugar plantations above and below the city are all the go now, and many a pleasant Sunday has been spent among the immense fields of sugar cane and in the sugar houses of the hospitable planters, who always exert themselves to make the stay of their visitors as pleasant as possible. How would some of you boys that have snow and ice now like to come down and go on these runs with us?

C. C. HODGSON has called a meeting for Saturday evening, 27 October, in order to formulate plans for a monster lantern parade to take place during Mardi-Gras week here. This would be a splendid chance for you Northern wheelmen to come down here and see the Mardi-Gras sights, and partake of the hospitalities of the Southern wheelmen. There is not a day in winter, except when it rains, that is too cold to ride a wheel.

## BUFFALO.

### "ALI BABA."

It was in the tenth month of this year and in the full moon thereof, when a certain youth did gird up his loins and looked unto the heavens,—and behold he saw a clear patch of sky about a yard wide, and he was exceedingly glad—for there had been twenty-one days of consecutive rain—and he said unto himself, "I will take my wheel and go forth even unto the end of many asphalt streets, for I must make five thousand miles this season, and I am yet three hundred and ninety-nine miles arrears." And he went forth even as his inclinations led him, for that patch of clear sky grew bigger and his joy kept pace therewith. And he met yet another fellow of the wheel, who likewise did desire to round out three thousand miles, and the latter had only twenty and one half miles unto his finish, but their joy was mutual and complete, for that patch did increase in size yet more. And on that same day there were many Philistines abroad, for they had been cooped up unto the end of endurance. And they did ride in different vehicles, in dog carts, in four-in-hands, in victorias and phaetons, but the sun shone upon the just and the unjust alike, and their joy was even mutual and complete, for that patch grew unto enormous proportions yet more and more. And the wheelmen did ride through many streets, and as they drew nigh unto the park the latter wheelman spied two fair women whom he knew, riding in a dog cart afar off, and he said, "there go the maidens Fairweather, let us haste unto them." And they did spurt, but there were many vehicles, so they did follow close behind



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a swift-going carriage; but lo, the carriage suddenly slowed up and they were compelled to turn aside, for their momentum was great. And it came to pass at that moment that the two fair maidens who were in a phaeton came up with speed as of the wind, and the latter wheelman lacked but ten miles of his finish. His heart was filled with joy for a period of just two seconds by the clock, for at that moment, behold, his wheel collided with that of a stranger's vehicle, and his body was hurled with much force into the carriage and on to the pedal extremities of two fair but astonished occupants. Then behold the air was filled with lamentation and laughter, and the cycle kid was sore hurt in mind and body. And also the maidens Fairweather did snicker and giggle most unseemingly. The cycle kid waxeth much wroth if the affair is now spoken of.

A BEAUTIFUL, life-size portrait of our President, Dr. Butler, adorns the walls of our club house. It was presented by Mr. Hall.

ARRANGEMENTS have been made with the Western Union Telegraph Co. to connect their wires with the Buffalo Bicycle Club House, as election night and political excitement will run high among the boys.

### NEWS

### AND COMMENT.

THROUGH the courtesy of Mr. R. D. Garden we are in receipt of photographs showing the start of the Pullman road race on last Decoration Day. This was the race in which there were seventy starters, the largest field ever started in America. We also received from the same source a photo. of the Hotel Florence, taken after the finish of the great race. They are both works of art, and interesting in the fact that they picture phases of one of the most important road races ever held in this country.

RACES at Morris Dock "Oval," New York, postponed to Nov. 6.

TEMPLE will probable join the Spalding aggregation and go to Australia.

MALTBY, the great trick rider, is open to engagements; see his advertisement in "Special" column.

THE St. Albans, Vt., wheelmen have formed a club, the first to be formed in that wide awake Vermont city.

MR. C. E. URBABUS, of Fort Wayne, Ind., writes that New Rapid bicycle No. 3370 was stolen from him on Oct. 11.

POSTPONEMENT of the races on the Berkeley Athletic Grounds at Morris Dock to election day, Nov. 6th. Causes, heavy rain and a great Democratic parade.

MR. DUCKER writes us that he will not leave Buffalo. He will enter the field of life insurance, and will represent the Union Central Life Insurance Co., as agent for Western New York.

LAST Saturday the Cincinnati Wheelmen had a big parade in connection with the Exposition. There were some 400 wheelmen in line and the affair drew out immense crowds.

MR. G. S. ATWATER, Consul D. C. Division, made application to the Washington authorities to have the regulation relative to lamps repealed. The Commissioners refused to accede to the request.

HERE's enterprise!! The New York *Star*, a daily, come out with a full account of the Rowe-Temple fiasco just *ten days after the Boston dailies* had it, and *seven days after the WORLD* had it all in print.

A RICHMOND (VA.) exchange remarks that Crocker is in splendid trim and that "Rowe and Temple will have hard work to beat him"!! Evidently the "great news" has not reached Richmond yet. "On to Richmond!!"

A COPY of the splendid photograph of the meet at Buffalo in September has been received from the artists, Hall & Co., of Buffalo. It is a wonderfully clear picture, the features of the most remote individual being distinct.

A REMARKABLE report appears in the *Inquirer* of Philadelphia. It is to the effect that four gentlemen of the Century Wheelmen succeeded in climbing Ford's Hill, Philadelphia, on *forty-eight stars*. That is exactly twelve stars to each man!!

WE hear that Mr. C. Richards Dodge and Mr. C. T. Chapman, artist, have been writing and sketching the historical points of interest between Gloucester, Mass., and Portsmouth, N. H., the results of which will shortly appear in print.

THE first rider of an ordinary crank wheel to go up the whole distance of Eagle Rock Hill was Mr. John Schaefer of the Brooklyn



## SOME LETTERS ABOUT "CLUB" CYCLES.

96 1-2 Summer St., Boston, Mass., Sept. 25, 1888.

The Coventry Machinists' Co., Ltd:

Gents—I think the Marlboro' Tandems are the finest machines made, for after two (2) years' hard use I find mine as good as new.

Yours,

W. H. RUSSELL.

26 Purchase St., New Bedford, Mass.

Coventry Machinists' Co., Ltd.:

Gents—I received the "SWIFT" all safe. Am very much pleased with it. It far exceeds my expectations, both in beauty and ease of propulsion; all recognizing its superiority. Its popularity here is an assured fact

Respectfully yours,

W. J. MILLS.

Mechanics and Traders Insurance Co.,  
14 Carondelet St., New Orleans, La., Aug. 29, 1888. }

The Coventry Machinists' Co., Ltd., Boston, Mass.:

Dear Sirs---Lately I have been out riding on the "SWIFT," and it has been seen and examined by nearly all the wheelmen in the city; they all had to try it (as a matter of course), and the result is that two of the boys wanted to trade their American Champions for a SWIFT Safety.

I must say that without exception every one that tried it pronounced it a perfect machine, easy running, light and very rigid; the chain adjustment, and hinges on mudguards, diamond frame, and the lamp, all strike the fancy of every one. None found any fault with it, something that is very unusual here, for whenever a new wheel makes its "debut" here it is at once pulled to pieces by criticism.

Yours truly,

W. H. RENAND, JR.

Send for Catalogue to

THE COVENTRY MACHINISTS' CO., Ltd., 239 Columbus Ave., BOSTON.



# INCER CYCLES

[From an immense number of complimentary letters, etc., we extract the following.]

TAUNTON, Mass., Oct. 9th, 1888.

MESSRS. W. B. EVERETT & Co., Boston, Mass.:

Gentlemen—The Apollo Bicycle that I have ridden the last two years has been satisfactory to me in every respect. I consider, and have every reason to believe, it is the finest running, most reliable, easily adjusted, and contains more good qualities than any BICYCLE IN THE MARKET. In the last two years I have ridden in nineteen races, winning a prize in every race—twelve being firsts—including the Championship of Bristol County for 1887 and 1888. In that time it has not been repaired in the least, and I have had many long, rough rides, and used it daily about my business. When we see riders sending their wheels and parts of them to the repair shops, and often lose weeks of good riding, it makes the Apollo wheelmen in this city feel proud of their mount. Last week I had the bearings of my Apollo taken out and cleaned, and you could not wish for a better set. In regard to the words of Mr. Doane about the Apollo bicycle, I heartily indorse them all, for I know by experience with my wheel that he is speaking the truth.

Yours respectfully,

E. C. ANTHONY, Taunton Bicycle Club.

For details of these Machines see our regular catalogue, which will be mailed free to any address on application. Reliable Agents Wanted.

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The KINGSTON KNITTING CO., - - 27 Kingston St., Boston, Mass.,

Manufacture for the Trade the most beautiful line of Bicycle and Athletic Garments in the country, from the best worsted stock, and unsurpassed for good taste, elegant fitting and durability. Bicycle Jerseys, low necks, high neck, and English collars. Bicycle and Tennis Coats, in Plain and Stripes. Yachting, Rowing, Base Ball and Lacrosse Garments, Sweaters, White and Colored, Plain and Striped. Full Body Tights and Pants, elegant goods, and fully trimmed. Knickerbockers, in all the popular colors. Knee Tights and Pants, re-inforced and fully trimmed. Suspensory Shields, Trunks, etc. Worsteds Bicycle Hosiery, three qualities, to match the garments. In all these goods we excel. Reference to hundreds of the best clubs and riders in the country.

Correspondence solicited.

KINGSTON KNITTING CO.

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MANUFACTURER OF

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CLUB PINS & BADGES,

DESIGNS ON APPLICATION.

3 Winter Street, Boston, Mass.

SAFETY INDISPENSABLE. By Henry Sturmeay. A complete analysis of the Safety Bicycle, and illustrations of each kind. By mail, 30 cents. For 1888. For sale by Bicycling World Co., 12 Pearl st., Boston.



Bicycle Club. His mount was a 50-inch Columbia Street Roadster. The extreme length of the hill is over one mile.

IN the death of Charles C. Isaacs, of Baltimore, Md., which occurred last week, the League of American Wheelmen loses an earnest worker and a valuable member, while the Baltimore Club, whose Secretary he was, is deprived of the services of one of the most valuable officers it ever possessed.

A CORRESPONDENT, writing from Wichita, Kas., says: "This is the largest city in the State, and the Wichita Wheel Club is the largest in the State. Hereabouts at this season of the year the roads are almost perfect; we can ride twenty, thirty, or even fifty miles without a dismount being necessary. Those are the kind of roads we have."

"Good old" *Wheeling* is very much puffed up because, forsooth, the results of the Rowe Temple, so called, races have proved Rowe the better man and "*Wheeling*" always insisted that it was so!! We wonder what good old *W*, will say when they read of the cold and noxious fraud that has been perpetrated on us all? Alas, where will be their "I told you so" then?

CYCLISTS in this vicinity should be interested to know that Col. T. W. Higginson, late President of the Massachusetts Bicycle Club, is the candidate of the Democrats and Independents of the Fifth Mass. District, which includes the West End of Boston, Cambridge, Watertown, Waltham, Arlington, Lexington, Woburn, Somerville and Belmont; and besides being a cyclist, is a man who will be an honor to State, in Washington, where *live* and *able* men are needed.

ON Thursday evening, Oct. 25, the Milwaukee Wheelmen gave a lantern parade. A notable feature in the parade was a Japanese umbrella fully twelve feet in diameter with lanterns suspended at the ends of each rib. After the street show the club repaired to the club rooms and indulged in *light* refreshments. [We fear our Milwaukee friend intended the last sentence as a pun (?) Ed.] On Nov. 6, this same club will hold an open to all handicapped road race over the Whitefield Bay Road.

THE Scranton (Pa.) Bicycle Club realizing that a home is the most substantial means of permanent existence, have purchased the lot No. 545 Washington avenue, and have entered into a contract for the erection of a building for a club house. The cost will be about \$12,000, and for the purpose of raising funds to assist in paying for the property they have concluded to hold a fair in the Armory Building, commencing Monday, Nov. 26th, 1888, continuing during the week, under general management of Hon. R. H. McKune. F. H. Clemons, No. 422 Lackawanna avenue, Scranton, Pa., is Chairman.

A CURIOUS suit has been brought by Mrs. T. P. Heathe, of Saco, Me., against that city, for \$5000 damages, on the following grounds: Some four weeks ago Mrs. Heathe was walking along Main street, Saco, and while on the sidewalk of that street was run into and knocked down by a young man from Ohio, who was visiting his brother in Saco, the Rev. O. W. Waldron. She claims that she received injuries from which she will never fully recover. The city will raise the defence that the claim for damages should be made against the rider, and we think the city of Saco is correct, and if we are advised correctly that Waldron was on the sidewalk, we hope he will be made to suffer the consequences.

FROM Memphis, Tenn., a correspondent writes: "We are rather slow in this section of the country, but we propose to have lots of fun and keep up the wheeling interest here all winter by giving a series of road races every two or three weeks. The first prize is to be a handsome medal, and must be won three times before it becomes the property of any one man. Other prizes will be given for the second man in each race. The entrance fee is to be 50 cents for each event. We have eight good roads leading out of Memphis and the leading ten-mile pike is especially good for road racing. If our experiment of short races awakens sufficient interest we will give a thirty or a fifty mile road race before the winter season is past."

DR. FRED L. JOHNSON has presented a gold badge or medal to the Wichita (Kas.) Wheelmen to be contested for each year by the members of the club. The contest consists of a one-mile race, winner to wear medal for one year, and if won by any member three consecutive times it becomes his personal property. The medal was designed by Dr. Johnson, and is quite unique. It consists of a scroll with "champion" written upon it; pendant from this is an oxidized silver handle-bar, from which hangs a monogram, "W. W.," hanging also from the handle-bar is a sunflower, the centre of which is of gold with a very dark alloy, while the petals are bright yellow gold. The pin, with the exception of the silver handle-bar, is solid gold.

#### POSTPONEMENT BERKELEY CLUB RACES.

OWING to heavy rains and great counter-attractions in the city of New York last Saturday, the management postponed the races which were to be held at Morris Dock Oval Oct. 27th to Nov. 6th, election day, at 2.30 sharp.

#### ENGLISH ROAD RECORDS ASSOCIATION.

THE Road records Association have passed and allowed the following records:

Fifty mile ordinary bicycle, Aug. 11, '88, A Pellant, 3h. 14m. 7sec.  
Fifty mile ordinary bicycle, Sept. 18, '88, G. R. White, 2 h. 57m.  
One hundred miles ordinary bicycle, Sept. 22, '88, G. R. White, 6h. 48m. 14 sec.

#### TANDEM BICYCLE RECORD BY THE BANKER BROS.

THE Banker brothers, of Pittsburg, lately made an excellent record for the mile on a tandem bicycle. The course is on the Forbes street road, and the distance, it is claimed, has been measured three or four times. [We would like to know by what means it was measured.—Ed.] Several watches were held on them and they gave the time at 2.41 4-5. The best previous time is 2.44 1-4, made by Davis and Crist at Hartford.

#### SAFETY RECORDS.

S. G. WHITTAKER went for the fifty-mile safety record a couple of weeks ago on the Coventry track, but cramps took him at 29 miles, and he had to stop. The only records he succeeded in capturing were as follows:

|          |   |   |   |   |   |         |     |
|----------|---|---|---|---|---|---------|-----|
| 26 miles | - | - | - | - | - | 1.15.28 | 2-5 |
| 27 miles | - | - | - | - | - | 1.18.58 | 1-5 |
| 28 miles | - | - | - | - | - | 1.22.26 | 3-5 |

Henry Sturmev held the watch.

#### SAFETY TANDEM ROAD RECORD.

On Saturday afternoon, Oct 13, two successful attempts to lower existing records for fifty miles were made on the Great North Road, the course being from near Peterborough, via Kate's Cabin, to Hitchin. The riders were Messrs. Dan Albone, of the North Road Club, and E. E. Glover, of the Bath Road Club, on an "Ivel" tandem safety bicycle, and Mr. R. Tingey, of the North Road Club, on an "Ivel" tricycle. Favored by the north wind, the tandem crew completed the fifty miles in 2h. 52m. 3s., thus beating the record made by Albone and Tingey the previous Tuesday by 7m. 35s. On the same date the

#### FIFTY MILE TRICYCLE ROAD RECORD

went. Tingey demolished Syd. Lee's long-standing tricycle record by making the distance in 3h. 2m. 44. The times were taken by Mr. A. J. Wilson, president of the North Road Club.

#### ROAD RACE AT PHILADELPHIA.

THE long impending ten mile road race, between W. Charles Furnelton and Harry Mayer, of the Pennsylvania Bicycle Club, was run yesterday afternoon (28 ult.) over the course on the Lancaster Pike, from Wayne to the new toll gate, in rain and mud; but despite the fact that the road was heavy, the contestants made good time. From Wayne to Villa Nova the two stayed well together, but there Furnelton pulled out, and paced by Jos. Learnan he came into the finish in 39 1-5 minutes, Mayer crossing the line in 42 4-5 minutes. Furnelton thus wins the \$25 gold medal, and established his claim as to being the faster man of the two. The racers were a sight on their return to the club house, being streaked with mud from top to toe. Both rode safeties. ARIEL.

Oct. 29, '88.

#### CHAMPIONSHIP BICYCLE RACING AT QUEENS, N. Y.

THE bicycle races for the championship of Queens, under the auspices of the Queens Amateur Athletic Club, Brooklyn, N. Y., came to a close on the last day of this month. The conditions were that contestants reside within one mile of the Queens bicycle track and be members of the Amateur Athletic Club. The prizes are: Gold medal to first, silver (or bronze) to second, and bronze to third. Distance one-half mile, flying start. Some good work has been done by the contestants, as the following record shows: September 29, C. H. Alliger, Queens A. A. C., 1.38 1-5; September 22, G. T. Boyce, Creedmoor, 1.43 3-5; September 29, J. M. Kissam, Queens A. A. C., 1.45; October 22, L. L. Doughty, Jr., Creedmoor, 1.45 3-5; September 29, R. A. Kissam, Queens, 1.45; October 15, John F. Klien, Creedmoor, 1.58 1-2.



## A NOVEL RACE.

WHAT is probably the first race of its kind on record will be contested on Thanksgiving Day, at the Annual Fall Games and Burlesque Exhibitions of the Prospect Harriers, on the club grounds, Washington Park, So. Brooklyn. The contestants in the race will be Messrs. J. H. Mellor, (wheelman); S. T. Freeth, (runner) and O. E. Paynter, (walker). The distance will be four miles for the wheelman, three miles for the runner and two miles for the walker, the man finishing first wins the race and a valuable gold medal. Among other events on the programme is a two mile bicycle race, handicap, under L. A. W. laws, the prizes are handsome gold and silver medals. Entries, which must be accompanied by a fee of fifty cents, will be received by J. J. Schoeffer, Brooklyn B. C., or the Secretary, Geo. Paynter, 332 First street, Brooklyn, on the Saturday preceding Thanksgiving.

The Prospect Harriers have lately leased the grounds and track formerly occupied by the defunct Nassau A. C., and will spare no expense to make their quarter mile cinder track the finest in the vicinity.

## ANOTHER TIE.

THE second attempt to decide the Eastern Road Club race last Thursday proved abortive, and the question as to which club must hold the cup until next season is still an open question. According to mutual agreement, and in consequence of the sad death of McCombie, the Dorchester and Cambridgeport men decided to run the tie off with two men each of the original teams. Referee Emery therefore ordered the teams to be on hand at 2.30 Thursday, Oct. 25, at the Faneuil House, Brighton, and ride over the same course. The teams presented by the clubs were: Cambridgeport—F. E. Carman, C. E. Fay; Dorchester—J. P. Clark, A. P. Benson.

At precisely 2.40 the word "go" was given the men, and Carman began to race away, but the others hung on to him in great shape until Newton Centre was reached, and there Fay took a header. He turned to come back but his friends urged him to continue, which he did, finishing some fifty minutes behind the others.

In the meantime Carman, Clark and Benson stuck together until Clark took a header, and through this mishap Carman got a lead of nearly a quarter of a mile. Clark's handle-bar was bent and it interfered with his leg every time the pedal came up, but notwithstanding this fact he managed to give Carmen a good race, so that the latter had all he wanted to hold his lead. Clark led Benson, who was riding a plucky race on a Swift safety.

The result was: Carmen, first, 1.37; Clark, second, 1.37 3-4; Benson, third, 1.38; Fay, fourth, 2.20. Thus it proved a tie again, each club scoring five points.

## SAFETY TANDEM RECORDS.

AT Paddington Recreation Grounds, on Monday afternoon, Oct. 15, Dan Albone and E. E. Glover made a successful attempt to reduce records up to 20 miles, on a tandem safety bicycle, the previous record being 1h. 5min. 55s., made by Albone and Mills on the same track last May. Mr. A. J. Wilson was the timekeeper, and the machine ridden was the same light roadster "Ivel" upon which Albone and Glover had beaten the 50 miles road-record the previous Saturday. In the result, the previous 20 miles record was lowered by 3m. 38 2-5s., the mile times will all stand as records for tandem bicycles:

| MILES.     | H. M. S.    | MILES.     | H. M. S.   |
|------------|-------------|------------|------------|
| 1 - - - -  | 0 2 58      | 11 - - - - | 0 34 9     |
| 2 - - - -  | 0 5 56      | 12 - - - - | 0 37 13    |
| 3 - - - -  | 0 9 0       | 13 - - - - | 0 40 23    |
| 4 - - - -  | 0 12 3      | 14 - - - - | 0 43 32    |
| 5 - - - -  | 0 15 12     | 15 - - - - | 0 46 43    |
| 6 - - - -  | 0 18 19     | 16 - - - - | 0 49 50    |
| 7 - - - -  | 0 21 25     | 17 - - - - | 0 53 2     |
| 8 - - - -  | 0 24 44     | 18 - - - - | 0 56 13    |
| 9 - - - -  | 0 27 53     | 19 - - - - | 0 59 19    |
| 10 - - - - | 0 30 58 4-5 | 20 - - - - | 1 2 16 3-5 |

Last lap, 48 3-58.

—*Bi. News.*

## "PIG ALLEY HILL."

NOT a euphonious name by any means, but it is a good "companion piece" to Murder Lane Hill, and so we rest content. Now the hill-climbing fiend is never so happy as when he has discovered a hill that no fellow can ride, and so the Springfield, Mass., men are elated over the fact that "Pig Alley" has never been surmounted. We learn from the *Union* that:

"A survey of the hill has been made by F. H. Smith of the city engineer's office and these are the figures. The climbing distance is 275 feet and for the first 100 feet the rise averages six feet in 100. The ascent then becomes a very steep one, the rise averaging one

foot in every five. This makes the hill one of the steepest in the country, and whoever surmounts it will win an enviable record as a hill climber."

## EASTERN ROAD CLUB TIE.

THE tie in the race of the Eastern Road Club, between the Dorchester and Cambridgeport Clubs, is hereby ordered to be run off on Thursday, Nov. 8th, 1888, start from Faneuil House at 2.30 P. M., sharp, over same course as before, L. A. W. rules to govern, as far as they apply to road racing. Time limit of 30 minutes between the finish of the first and last man.

WM. H. EMERY,  
Referee.

## REMOVAL OF THE SPRINGFIELD BICYCLE CO.'S HEADQUARTERS AND FACTORY.

THE factory of this firm has been removed from Worcester, Mass., to Highlandville, Mass. It will be our pleasant duty to visit the Springfield Bicycle Co. in their new quarters at Highlandville, and we will tell our readers what we find. The office of this same firm has also been removed from No. 9 Cornhill to 178 Columbus avenue, Boston, Mass.

## MR. JUSTICE'S CHALLENGE.

*Editor Bicycling World:* I challenge any resident bicyclist of the Eastern Shores of Maryland and Virginia to compete in the bicycle races, to be held under the auspices of the Pocomoke Fair Association, at Pocomoke City, Md., November 9th, 1888, best two out of three, mile heats, for the championship of the Eastern Shores of Maryland and Virginia. I shall ride on said occasion, and, if victorious, shall claim that honor.

Crisfield, Md., Oct. 23, '88

JOHN H. JUSTICE.

## CONINGSBY RODE AN "ORDINARY ROAD WHEEL."

*Editor Bicycling World:* In your issue of the 26th inst. you quote Mr. Wells as saying that the machine with which I made my record on Eagle Rock Hill had 8 5-16-inch cranks. In order to correct this misstatement, and in justice to myself and the machine, I beg to inform you that my mount was a regular stock Victor safety, weighing 51 pounds, geared to 48 inches, and having regular cranks with 6 to 6 3-4 inch throw. This wheel is the same that I have been riding all this year, and it has been ridden up Eagle Rock Hill a total of forty-seven times. Yours truly,

New York, Oct. 30, 1888.

FRED CONINGSBY.

## "STOP THIEF."

*Editor Bicycling World:* Last Monday evening a young man called at the club house of the Washington Cycle Club and introduced himself as a member of the Ramblers Club of Buffalo, stating that he had been the guest of the Ramblers Club of Baltimore, from which city he had just arrived. He gave his name as Crocker, and claimed to be a League member. The usual courtesies were extended, and as he said that he expected to be in the city for a few days he was invited to make the club house his headquarters. He called at the club house several times during the week, and yesterday (Oct. 25) went to the wheel room and stole a safety bicycle belonging to Mr. W. G. Kent, one of the members. He also broke into several of the lockers and secured a number of articles, among them a valuable violin and a cornet. Since then nothing has been seen of him. The machine stolen was a "Psycho" safety, nearly new, finished in black enamel and striped in blue. The following is a description of the thief: About five feet ten or eleven inches tall, heavy build; round, smooth face; hair, light color, short and kinky; eyes, small and light blue or grey; weight, about 180 pounds. He wore light clothing (grey), light flannel shirt with blue crossed stripes, and a "cigarette" hat. He also gave the name of Mackie to his landlady. Wheelmen and dealers are requested to be on the lookout for the thief, and if anything is learned of his whereabouts to immediately communicate with the undersigned.

GEORGE S. ATWATER,

Chief Consul D. C. Division L. A. W.

1206 Penns. Ave., Washington, Oct. 26th, 1888.

[This evidently is the same festive youth who has been making free with other people's property at Buffalo, N. Y., Bradford, Pa., and other places, as reported in our last issue. Look out for him. Later advices also state that he victimized the Ramblers Club, of Baltimore, in the "usual way." We hear that the safety stolen from the Washington men has been found at a pawnshop, where the gay thief had put it up for \$25.—*Ed.*]



## HE ACKNOWLEDGES COURTESY.

*Editor Bicycling World:* Will you kindly permit me to acknowledge through the WORLD, my obligations to Consul Taber and the wheelmen of Pawling, for their courteous treatment during my summer sojourn here. In a region seldom visited by wheelmen and meagrely described in road books, you need the guiding experience of a veteran like Consul Taber to make riding enjoyable.

The tendency seems now to complain of the League, but I affirm that if the League offered no other advantages, the Consuls' aid and experience would more than repay the trifling expense of membership. Respectfully,  
J. M. A., L. A. W. 17898.

Pawling, N. Y., Oct. 8, 1888.

## RHYMES WRITTEN ON THE OCCASION OF A RIDER'S MISFORTUNE.

TO "J. C."

"WHILE riding with several friends, a few days since, I was run into by a cyclist and thrown from my wheel, the result being that that part of my uniform, which is at times hidden by the saddle, was torn into shreds.

Now the above, though an accident, was, fortunately, more laughable than serious. A friend hearing of the disaster, composed the following lines and sent same to me, together with a piece of cloth. The lines are as follows:"

We all have read of famous rides,  
How men won honor, fame and brides,  
Another's added to the list,  
But *here* no gain; a part is missed.

With wishes kind accept this patch,  
Sincerely hoping it will match,  
And help you walk with careless grace,  
No anxious look upon your face.

If this insert, with stitches neat,  
Again you'll nimbly use your feet,  
And turn the wheels of fortune fickle,  
That tried to *turn you* from your Cycle.

[Our poetical friend raises cain with the pronunciation of "cycle," but making a large allowance for poetical license, we let it pass.—Ed.]

## PENNSYLVANIA SIGN BOARDS AND PHILADELPHIA STREETS.

*Editor Bicycling World:* I have a few little items which may interest some of our members, so send them herewith.

On paying a short visit to Bucks County, Pennsylvania (at New Hope on the Delaware), I was much pleased to see the style of sign boards that county has adopted. They are of iron, with the name of the place in raised letters, and a finger at one end indicating direction. Between the name and the finger a slot is provided so that the proper figure for the distance may be slid in. By this means a number of signs may be made exactly alike, the numbers being put in afterwards, thus saving much expense. They are very durable, and the people are much pleased with them. The letters are painted white and the balance of the sign is black, so that even on a dark night the name can be easily read. The invention is patented by a Bucks County (Pa.) man. I was unable to learn his name, but will endeavor to find out and let you know, as I think they should be generally introduced.

Gradual improvements are being made in the roads in this section of the country. Work will be begun next spring on the new Telford road from Philadelphia to Media, which will be a great boon to cyclists. I hope the intention is to continue it to West Chester. If possible I think it should be so arranged with the management that no toll shall be charged for cycles.

Passing through Chester, Pa., yesterday over our good friend, the Baltimore and Ohio Railroad, I noticed that Madison street, from the Baltimore and Ohio Railroad station down toward the river, has been paved with asphalt blocks. Another street parallel is being paved with Belgian block, so it looks as if the howling wilderness of cobbles, with which Chester abounds, is at last to be replaced with good pavements.

Philadelphia is slowly taking up the cobblestones, and has passed an ordinance that no new streets shall be paved with them. Twenty-first street has been laid with sheet asphalt from South street to Arch, a distance of nine squares, and another square or so of asphalt has been put down on North Broad street, making a stretch of eight squares. But what we need is an asphalt pavement south of this on Broad street, from Columbia avenue to Market street and the City Hall. The Associated Clubs of Philadelphia were supposed to have been pushing this scheme through City Councils, but they seem to have been singularly inactive about it.

This pavement on Broad street would do more than anything else to create a boom in cycling here, as people could then ride to the heart of the city from the suburbs, instead of having to go a round-about route via Fairmount Park, Twenty-second street and Filbert street. The number of cyclists in the city would also be largely increased by the asphalt on Broad street.

I am glad to notice that you are devoting more space to accounts of tours and runs than to racing. It seems to me that touring and the improvement of the roads are the real aims and work of the L. A. W., and our paper should be devoted chiefly to these objects.

Philadelphia.

No. 3463 L. A. W.

At the risk of being thought tedious, I am going to call attention once more to that monument of labor, "X.M. Miles on a Bicycle," by Karl Kron. He has just issued a pamphlet containing the newspaper criticisms of his book, and this pamphlet is a curiosity in its way. He does not sort out the taffy from the notices and keep back the rest. On the contrary he flings in everything, the vinegar along with the sugar, the worst kind of "sass" along with the most fulsome praise, and the result is worth the attention of all wheelmen. You can get a copy of this pamphlet by writing for it, and it will help you pass away a spare hour and interest you. As for the book itself, I think the author has not received the encouragement from wheelmen that he should have. As a work of reference and a history of the cycling movement it is invaluable, and the information it gives can hardly be obtained from any other source. The price, \$2, ought not to be grudged by any wheelman who cares to know about the beginnings that have made ours the sport it is.

BICYCLING IN BELGIUM.—I.  
BY CLERICUS.

It seemed like an indignity to my gentle-footed Facile to see her crated like an ordinary brute and lowered so into the hold of the Waeland, while steaming out of New York Bay. She was none the worse, however, for her thirteen days' passage through purgatory, and it must have seemed to her only the necessary road to paradise, for when she set foot again on *terra firma* it was in the floral quadrangle of the Hotel San Antoine, at Antwerp. If so, her illusion was doomed to bitter disappointment, for this old city is no paradise for either cycles or cyclers. Belgium is paved from circumference to centre with the omnipresent Belgian blocks, and the books of the Cyclist Touring Club of England describe them as unrideable. American riders, however, are less exacting in their demands for good roads, and I was determined I would ride the Belgian highways or know the reason why.

The law of compensation is well illustrated in the benefit of even these roads, in the extraordinary weather prevailing here as well as elsewhere on the continent. While still in Mid Atlantic we entered the rain area, in which rain has fallen daily for the last three months. We landed in Antwerp at night in the rain; we slept and waked and still it rained; for two days and nights more I have waited in vain for a rainless sky. But between hours the Belgian block streets have been a ready thoroughfare, and after a few minutes' pounding I reached the asphalt boulevards that belt the city with their semi-circle on the line of its former ramparts. I have thus been able to see Antwerp, the old and the new city, in a way that nothing but my wheel would enable me to do. Only by roving to and fro and exploring both its wide and elegant boulevards and close, narrow streets, more crooked than those of Boston, can one appreciate alike its rare antiquity and its wondrous growth of two hundred thousand in fifty years.

My enforced leisure gave me opportunity for studying the road maps forwarded me through the courtesy of S. A. Stead, Chief Consul of the Foreign Division of the C. T. C., and also for exploring more thoroughly this queer and quaint old Flemish fortress. After visiting the many points of interest to tourists, I climbed the spiral stairway of the grand old Cathedral spire. It was like toiling upward in the night, but it brought me out as near to heaven as one cares to be while still in the flesh. There in the narrow gallery, where the last pinnacle shoots upward with graceful flight, I was joined by several American chemical students from the Boston Polytechnic, on their way to Munich for a supplementary course. By means of my glasses we viewed together the grand panorama which they declared was worth crossing the Atlantic only to behold it. Far to the north, at the mouth of the river Schelde, which stretched in serpentine coils from our feet to the far off sea, we had glimpses of the spires of Flushing, sixty miles away by water, lifted like fingers to say the city was there. There far to the southward the bold tower of the cathedral at Malines loomed up in the mist like a giant, waiting with his mace to shatter the poor cyclers who might come his way. Underneath us was spread out the city, divided by its twelve miles of green ramparts from the rich meadow lands of the broad campaign, with its red roofed farmhouses, its fields of varying green, from vivid to dark, and its straight, far-



reaching rows of linden and poplar trees, indicating the course of the canals. A more beautiful landscape. imagination cannot conceive.

From this lofty vantage ground we identified the several places within the city already visited. Yonder were the Museum Galleries, the ancient and the modern, made especially resplendant in the one case by the genius of Reubens and Van Dyck in this, the home of their works, and in the other by many masterpieces of modern artists. To the eastward was the unfinished tower of the church of St. Jacques, with its rich windows and splendid interior garnishing. Nearer was the new Bourse, where an hour before, the hum of the crowds of brokers, that blackened its marble area, rose to the galleries above like the roar of breakers from the sea. The suggestion is apt, for doubtless many a wreck is made in that seething sea of speculation. Further away was the fine Zoological Garden, open only to its members and to visiting strangers, while below it a little way, was the small but beautiful Parc, with its drives, walks, lakes, fountains and flowers. Quite near at hand, amid the red and gray tiled roofs and stepped gables of the older part of the town, was the Morelus-Plantain Museum, that "Paradise of printers," illustrated so appreciatively in the June number of the *Century* magazine. Just underneath us, at the river front, on the west, were the new quays, a wide swathe of the old city being cut away to make room for them. The only building left in this merciless path of modern improvement is the ragged old Inquisition Building, now a Museum of Antiquities, with its dark, damp dungeons sunk lower than the river bed.

Being near the hour of three we waited there on the spire to hear the chimes of the ninety-nine bells in the belfry below us. Bending

over the balustrade and looking downward from the dizzy height, suddenly the peals of music broke forth, and we had the novel experience of having it to rise and fill our ears with the ravishing strains to which we had listened so often in the streets underneath. So great was our height that even the huge body of the cathedral was dwarfed to the dimensions of a music box set going to amuse us. What wonder the citizens of Antwerp love these chimes so dearly, now for centuries falling in ever recurring streams of music, like airs from the choir of heaven. Not even for the one greatest masterpiece of Reubens' adorning the interior of the Cathedral, "The Descent From the Cross," would the Antwerpians exchange their beloved bells. With a farewell view of city and country, not failing to mark the gray line of the road southward toward Malines, which is to be my course of travel on the morrow, I descended from the sky to the ground once more, and soon was lost again in the labyrinths of the queer, quaint and crooked old streets of this mediæval city.

(To be Continued.)

A MONTH ago John Mason, of the Illinois Cycle Club, who rides a Veloce Columbia, made a go at the 24-hour record, and scored, without great effort, 218 miles. A week later F. E. Spooner, of the Lincoln Cycle Club, on a Victor bicycle, raised the peg to 231 miles. On Wednesday, the 24th of October, Frank Riggs, of Chicago, on a 51-inch Columbia Light Roadster, finished with 240 1-2 miles to his credit; on the 25th Oct. John Mason made the second attempt, covering 277 miles within 24 hours. The bicycle which was ridden by Mr. Mason at both attempts has been ridden by him over 6500 miles, including nearly a dozen centuries.



LEAGUE HEADQUARTERS:  
12 Pearl Street, - - - Room 27.  
ABBOT BASSETT, Secretary.

INDICATIONS point to an assault on the Liberty Bill by the horsemen of New York. "Wheelmen are a nuisance in Central Park," says Joe Howard, and he voices the opinion of those who drive fast horses. The League must work to keep what it has gained, no less hard than it worked to gain it. And it should be a part of the League's duty to regulate the action of these thoughtless wheelmen who call forth by their thoughtlessness such remarks as that made by Joe Howard. If wheelmen do not make "nuisances" of themselves, the fact can readily be shown to the Legislature, but one reckless wheelmen can do much to prejudice the cause by putting weapons into the hands of the enemy. Let it be known that hoodlums awheel incur penalties from the League, and even the horsemen will have respect for our organization.

THE Rowe-Temple fraud suggests the need of some regulation for professional cycling. Had there been some strong organization behind professionals, with the power to enforce penalties, it is not likely that the fraud would have been perpetrated, and in the event of its occurrence some punishment would have been meted out that would be more effective than the clamor which is now going up, for the pub-

lic is fickle and both parties to the fraud will be reinstated in the popular affection after a few months have buried their wrong-doing. The League has no power over professionals, and it is not inclined to assume it. It may, however, shut them out from amateur race meetings, or it may let only those come in who can be depended upon for fair dealing. It will be better for the sport when professional racing is managed with as strong a hand as base ball now is. It is not for the League to do this. Had the A. C. U. been properly managed here it would have found a good field to work in, and it would have been successful.

OUR friend, the editor, he who sits at the other end of this sheet, had an honest word of condemnation lately for those who announce that races will be run under L. A. W. racing rules and then change the rules to suit their own whims or convenience. The criticism is a just one because there is no necessity for the practice. The racing rules are made for the common good of manager and contestant. It is well to have the terms of any contract down in black and white, for then there can be no disagreement that cannot be settled by an appeal to the document. When races are announced to be run under L. A. W. rules there can be no legal nor moral right to change them except in the manner made and provided by the rules themselves. If the managers of the Buffalo tournament made a change in the rule which defines a novice it was certainly not a novice race. If it was called so the contestants had a legal and a moral right to claim that it should be run under the League rule relating thereto. If the terms of the rule were changed then the race should have been called by another name, and the man-

agers should have complied with Rule 33, which reads: "Any club that places upon its lists of events a race of different nomenclature than those given above, must print upon the programme of the day a rule to define the race, that the officials and the contestants may clearly understand the conditions of the contest." To our mind the prize in the second novice race at Buffalo was improperly awarded.

#### Maryland Lamp Movement.

At the regular meeting of the R. C. C. held October 13th, 1888, the following resolution was passed and I was instructed to send you a copy of same for publication in the L. A. W. Bulletin:

"Resolved; That this club heartily endorses the action of the Board of Officers and the circular of the Chief Consul of the Maryland Division L. A. W. in reference to the carrying of lamps at night and pledges its support in this movement."

FRED H. HOOVER,  
Secretary R. C. C.

#### Racing Board Assignments.

Members of the Racing Board have had assigned to them the following territory:

Col. George Sanderson—Scranton, Pa., in charge of New York, New Jersey, Pennsylvania and Delaware.

George S. Atwater—1206 Pa. ave., Washington, D. C., in charge of Maryland, Virginia, West Virginia, North Carolina, South Carolina, Georgia, Florida, Tennessee and Kentucky.

George Collister, care Davis, Hunt and Co.—Cleveland, Ohio, in charge of Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota and Iowa.

W. M. Brewster—309 Olive st., St. Louis, Mo., in charge of Missouri, Kansas, Nebraska, Colorado, California and Oregon.

H. H. Hodgson—New Orleans, La., in charge of Louisiana, Mississippi, Alabama, Arkansas, Texas and Nevada.

The Chairman will have charge of the district embracing the New England States.

Parties having business with the Board will communicate through the members in charge of the districts in which they reside. CHAS. S. DAVOL,  
Warren, R. I., Oct. 25, 1888. Chairman

#### Club Representatives.

The following Club Representatives have been elected:

Buffalo Ramblers, Buffalo, N. Y.—Louis Bruch and Wm. L. Fuch.

Portland Wheel Club, Portland, Me.—John C. Stevens.



**Ohio Appointment.**

E. L. Marriott, Dupont, Putnam Co., Ohio, is hereby appointed Local Consul for that vicinity.  
T. J. KIRKPATRICK, C. C.

**League Handicapper.**

Mr. F. P. Prial has tendered his resignation, as Official Handicapper of the League, and the same has been accepted. Fraternally,  
CHAS. S. DAVOL,  
Chairman Racing Board.

**Michigan Division Board of Officers Meeting.**

At the September meeting of the Board of Officers of the Michigan Division Mr. Junius E. Beal of Ann Arbor, was elected Delegate to the National Assembly. Mr. Wm. Seyffardt, Saginaw, was elected Auditor for the ensuing year. Fraternally,  
A. B. RICHMOND, Chief Consul.

**To Members of Michigan Division.**

The revised Constitution of the L. A. W. changes the time of expiration of membership tickets from Dec. 31st to June 30th. This will cause a period of six months, from January 1st to July 1st, 1889, to elapse during which the national body will receive no revenue from its members, while they continue to enjoy the privileges of membership.

To carry on an organization of the magnitude of the League requires considerable funds, and to allow a period of six months to elapse without revenue would materially cripple its resources. The Board of Officers have not ordered an assessment, but have left the matter to the intelligence and generosity of the individual members. Several of the Divisions have already contributed 50 cents per member, and it now remains for the Michigan Division members to fall in line and show that they can be equally generous.

Remittances (postage stamps acceptable) should be made to the undersigned before October 31st, as the committee wish to make their report to the Treasurer of the L. A. W. on that date. Yours fraternally,  
P. N. JACOBSEN,  
Chairman.

Address; care of D. & C. S. N. Co.

**Indiana Appointments.**

I hereby appoint Local Consuls as follows:

Bloomington, M. N. Shields.  
Brookville, Ed Rockafeller.  
Cambridge City, F. M. Marson.  
Columbus, E. O. Winterrond.  
Connersville, J. C. Bullard.  
Crawfordsville, A. J. Lee.  
Danville, M. E. Acton.  
Economy, A. W. Osborne.  
Fort Wayne, J. M. Kuhns.  
Frankfort, Chas. E. Fennell.  
Greenfield, W. A. Hughes.  
Greensburg, C. D. Tillson.  
Hartford City, F. A. Stewart.  
Huntington, C. E. Price.  
Indianapolis, H. T. Hearsey.  
Jeffersonville, W. R. Dedrich.  
Lafayette, Frank M. Chase.  
Laporte, J. E. Lonn.  
Lebanon, J. D. Emmet.  
Logansport, F. H. Hipperman.  
Madison, W. R. Alley.  
Marion, M. B. Edmiston.  
Muncie, K. R. Sample.  
New Castle, C. B. Kirk.  
Newport, H. V. Nixon.  
North Manchester, Jesse Burdge.  
Peru, W. F. Robinson.  
Portland, J. A. Linnele.  
Richmond, A. C. Doane.  
Rushville, A. J. Dickerson.  
Russiaville, A. P. Cossands.  
Salem, R. L. Berkley.  
Shelbyville, George A. Powell.  
Terre Haute, O. M. Bartlett.  
Tipton, Henry Melig.  
Union City, W. A. Shank.  
Vincennes, W. H. Glover.  
Veedsburg, S. D. Cade.  
Warsaw, J. Phillipson.

J. FRED PROBST,  
Chief Consul.

**APPLICATIONS FOR MEMBERSHIP.**

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in

a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 163—Total 62—11,762

BOSTON, Nov. 2, 1888.

FLORIDA—1—17.

Unattached.

20965 McArthur, A. J., Gainesville

ILLINOIS DIVISION—2—736.

Unattached.

20990 Stone, G. W., 29 River st., Chicago  
20991 Sperry, E. P., Marengo

KENTUCKY DIVISION—1—90.

Unattached.

21015 Holton, Tig L., Maysville

MAINE DIVISION—1—144.

Portland Wheel Club.

20967 Furbish, Ben. L., Brunswick

MARYLAND DIVISION—3—463.

Unattached.

20963 Darnell, W. W., (P. O. address, Gainesville, Florida) Cumberland

20992 Booz, Edw. D., Foot Montgomery st., Baltimore

20968 Leonard, Arthur C. 309 N. Charles st., "

MASSACHUSETTS DIVISION—5—1227.

New Bedford Cycle Club.

20970 Johnson, Dr. W. A., 5 Pleasant st., New Bedford

20972 Wilson, John D., 15 Cummings Bld., "

Unattached.

20969 Clark, Frank, 115 Fifth st., "

20964 Macy, G. Roland 223 Acushnet ave., "

20971 Watson, Samuel 2d No. 5 No. 6th st., "

MICHIGAN DIVISION—1—352.

Unattached.

21018 Stewart, D. C., Lansing

NEW JERSEY DIVISION—2—732.

Essex Bi. Club.

20973 Geib, H. W., 8 Orange Place, Newark

20993 Nichols, Fred E., 307 Mulberry st., "

NEW YORK DIVISION—7—2429.

Genesee Bi. Club.

21014 Oettinger, Jacob, 10 So. St. Paul st., Rochester

K. C. W.

20994 Aikman, W. M., 133 Macon st., Brooklyn

20995 Bedford, John R., 312 Throop ave., "

20996 Stevens, John P., 15 Herkimer st., "

Riverside Wheelmen.

20974 McClure, Rob't B., 170 W. 96th st., New York

Unattached.

21019 Stagg, Louis H., 80 Miller ave., Brooklyn

20966 Warren, Kenneth L., Lowville

PENNSYLVANIA DIVISION—17—1469.

Erie Cycling Club.

21016 Jarecki, Charles Jr., Erie

Philadelphia Bi. Club.

20975 Beck, John A., 1234 S. 15th st., Philadelphia

20970 Borden, T. J. 637 N. 19th st., "

20977 Boyd, Geo. C., 2042 Wallace st., "

20978 Craven, Geo. F., 1440 N. 7th st., "

20979 Derbyshire, Wm. H., 1931 Chestnut st., "

20980 Estrada, Ratael, 1508 S. Broad st., "

20981 Harris, Frank S., 2007 Green st., "

20982 Paramore, Chas. 828 Geary st., "

20983 Paramore, Edwin, 608 Chestnut st., "

20984 Patterson, Morris, 1511 Spruce st., "

20985 Roberts, Lee, Broad and Girard ave., "

20986 Stutzbach, Martin H., 2106 Green st., "

20987 Young, Horace L., 719 Market st., "

Unattached.

20988 Hooper, E. H. 1716 Race st., "

20989 Sterrett, F. M., Reedsville

20997 Cutter, Freeman F. Box 11, Ulysses

TENNESSEE DIVISION—12—87.

Bluff City Wheelmen.

20978 Albert, A. F., 7 Adams st., Memphis

Tenn. Ramblers.

21001 Hayley, H. S., 396 Vance st., "

21002 Hayley, W. H., 396 Vance st., "

21006 Williams, John T., Jr., 310 Front st., "

Unattached.

21009 Leftwick, W. M. Jr., City Engineer, Nashville

20999 Beach, Wm. M., 450 Poplar st., Memphis

21000 Frank, Abe, 269 Poplar st., "

21003 Hess, G. W., 69 Maxwell st., "

21004 Logwood, Samuel Weakley, 284 Main st., "

21005 Taylor, A. W., 7 Adams st., "

21006 Wilkins, John T., Jr., 310 Front st., "

21007 Wood, J. W., 413 Main st., "

VIRGINIA DIVISION—6—119.

Old Dominion Wheelmen.

21020 Diggs, T. L., C. & O. R. R. offices, Richmond

21021 Ettinger, R. L., C. & O. R. R. offices, "

21022 Lucy, C. H., 904 E. Broad st., "

21023 Pluemacher, F. H., H. L. Staples & Co., "

21024 Rosenbaum, S. R., 607 E. Grace st., "

21025 Shryer, C. R., care R. G. Cabell & Co., "

WEST VIRGINIA DIVISION—1—38.

Unattached.

21017 Spencer, Frank S., Parkersburg

WISCONSIN DIVISION—3—98.

Green Bay Bi. Club.

21011 Casey, W. J., Box 445, Green Bay

21012 Fields, W. H., Box 788, "

21013 La Court, Jos. A., "

Unattached.

21010 Barber, Fred R., Care College, Beaver Dam

## Application for Membership in the L. A. W.

188

**ABBOT BASSETT, Secretary-Editor.** (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find \$ for initiation fee and dues in the League of American Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed,

Club, P. O. Address,

References: City

State,

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is \$1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance.

If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose \$1.50 with the application, after that date, and until April 30, 1889, enclose \$1.25.



# COMPARE COLUMBIAS



## WITH OTHER BICYCLES.





# BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.  
5 cents a copy.

BOSTON, 9 NOVEMBER, 1888.

Volume XVIII.  
Number 2.

"At the Kansas City Tournament last week there were twenty-one events, each and all of which were won by Victor Light Roadsters, the track being too bad to use racers. This is a rare occurrence, but shows the popularity of the Victor in that part of the country."—*Spectator*.

We didn't lend these  
bicycles. The riders bought  
them to win on.

Yes, 21 is a large percentage of the events, but what we call your attention is that the bicycles were the same as we sell to riders; not racers, made to win races, and entirely different from roadsters. If you want a racer buy it or borrow it of those who make racers. We make Roadsters, and make them to "get there." Racing bicycles bear little relation to roadsters.

## Overman Wheel Co., Boston.



# The St. George's Engineering Co.,

**BIRMINGHAM, ENGLAND,**

Are advertising in all the English Cycling Papers that they have  
made and sold this season

## Two Thousand

## NEW \* RAPID \* SAFETIES,

And that out of all these machines they had not heard of a  
single broken spoke.

TRULY THERE IS A LOT IN THE

## TRUE TANGENT WHEEL,

of which the ST. GEORGE'S ENGINEERING COMPANY are the  
inventors.

Send for Catalogue of these celebrated machines direct to the  
works.



**FOR SALE OR EXCHANGE.**

In this Department, 15 cents a line.  Cash must accompany the order. 

 Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. *Checks, Money Orders or Postal Notes only will be taken.* 

**FOR SALE**—A 56-inch '88 pattern Victor cheap for cash, or will exchange for a watch, diamond ring or pin. J. A. PRATT, Bath, N. Y.

**FOR SALE**—51-inch New Mail Bicycle; enameled; as good as new; bought new of manufacturer Sept. 1st, this year; reasons for selling, am going travelling. Will sell at a reasonable price. Address J. H. HUHN, 20 South Canal st., Chicago, Ill.

**EXCHANGE**—Columbia Light Roadster, 51-inch, half nickel, entirely new; run only 200 miles; with lamp and cyclometer, for a Safety, Victor, Humber or Veloce, or will sell at a sacrifice. Address C. E. SMITH, P. O. Box 1392, New York City.

**WILL EXCHANGE** a valuable Violin, together with a lot of sheet music, learners' books, etc., for about a 54-inch bicycle. Address BUTLER, Box 1553, Philadelphia.

**GREAT BARGAIN**—Columbia Expert, 54-inch, all ball, nickel; new; correspondence solicited. Address Box 91, Grafton, Vt.

**A GREAT BARGAIN**—One 1888 Victor Light Roadster, half nickel and enamel, without a scratch; balls all around; bell, lantern, lock and whistle. Reason for selling, owner going to Europe. Address at once to Lock Box 20, Cherokee, Iowa.

**NEW RAPID SAFETY** and a 48-inch Special Star for sale cheap. Call or address HOWARD M. WHITE, 118 N. Greene st., Trenton, N. J.

**TWO BICYCLES FOR TWO DOLLARS**—52-inch Victor L. R., pattern '87; excellent order; not ridden over 300 miles. Victor Safety, '88 pattern, good order. 100 tickets to be sold at \$2 each; winner takes both, crated for delivery. Drawing when tickets are sold, which are now ready. Refer to First and Second Nat'l Banks here. A. B. REID, L. A. W. 3406, Clarion, Pa.

**FOR SALE**—56-inch Expert Columbia; as good as new; at a bargain. Call or address No. 105 Magazine st., Cambridgeport, Mass.

## Bicycles, Tricycles, Tandems and Safeties.

### SHOP WORN and SECOND-HAND.

All makes, selling without regard to market value, to make room for a large stock of 1889 patterns of Singer Cycles. Make your own price, cash or instalments. All goods guaranteed as represented. Call or send for description.

**W. B. EVERETT & CO.,**

6 and 8 Berkeley St.,

(Odd Fellows' Building.)

BOSTON, MASS.

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of all kinds a specialty. The only house in the trade that can supply parts of all makes. New England Headquarters for the American Wheels Catalogue free. Second hand machines in job lots; prices very low. Big discount to investors. Before you buy write or call on us; it will pay you.

### MURRAY'S,

243 Columbus Ave.,  
BOSTON, MASS.

**JOHN HARRIOTT,**

MANUFACTURER OF

Bicycle and Athletic Medals,

**CLUB PINS & BADGES,**

DESIGNS ON APPLICATION.

3 Winter Street, Boston, Mass.

Buy no more Ready-made Clothing. Send 6c. for Fall and Winter samples, make selection, take your measure by our simple rules, and order our

Celebrated \$3 Custom-Made Pants.

|          |                                                                                     |            |
|----------|-------------------------------------------------------------------------------------|------------|
| Pants,   |  | Suits,     |
| \$3.00   |                                                                                     | \$13.25    |
| to       |                                                                                     | to         |
| \$8.00.  |                                                                                     | \$30.00.   |
| Coats,   |                                                                                     | Overcoats, |
| \$8.00   |                                                                                     | \$12.00    |
| to       |                                                                                     | to         |
| \$20.00. |                                                                                     | \$30.00.   |

Tailor Made Garments for the Ladies on the same basis of popular prices. Send for samples, rules for measuring and fashion plate of Jackets, Ulsters, &c., \$8.00 and upwards.

**BAY STATE PANTS CO., Custom Clothiers,**  
34 Hawley St., Boston, Mass.

### SPECIAL.

All Advertisements in this Department 20 cents a line.

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**IF YOU WANT to buy, sell or exchange wheels** for books, stationery, organs, pianos, buggy or holiday goods, write to ZOOK, Lititz, Pa. Wheels \$10 up.

**W. S. MALTBY, Many New Features in Fancy Cycling.** "The All Around the World and Champion Scientific and Artistic Cyclist." Open for engagements with Bicycle Clubs for Entertainments, Balls, etc. Address care Bicycling World Co., 12 Peart st., Boston.

**A NEW WHEEL FOR FIFTY CENTS,** of your old machine, with one coat of R. I. Enamel. The most durable and best substitute for baked enamel. Will be sent postpaid for postal note of above amount, if your dealer does not have it. **WHITTEN & CO.,** Manufacturers, Providence, R. I.

**BICYCLES**—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indianapolis Bicycle Co., Indianapolis, Ind.

**LAMSON'S LUGGAGE CARRIER,** the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. **C. H. LAMSON,** Portland, Me.

**BICYCLES AND TRICYCLES.** Send for our List before you buy. Complete Repair Shop. Special attention paid to tourists who need repairs. **W. M. FRISBIE COMPANY,** 16 Crown st., New Haven, Conn.

### WE COVER THE GROUND.

Bicycles and Tricycles for the million. High grade, medium grade, low grade, all the best in the world for the money. Bicycles for gentlemen, Tricycles for ladies, Bicycles for boys, Tricycles for misses.

20 Different styles, 20

  Second-hand Bicycles bought, sold and exchanged. Send stamp for the most complete WHEEL catalogue ever printed

**THE JOHN WILKINSON CO.,**  
55 State St., Chicago, Ill.

### L. A. W. BADGES,

For Gold Pins of the Official

Design, send direct to

**CHAS. H. LAMSON,**

177 Middle Street,

Portland, Me.

 **Patented.** Price, \$3.50, \$5.00, \$7.00 and \$8.00, according to finish. **Diamond Badges** \$15 to \$50 for the larger pins, and \$10 to \$30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 511 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

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A \$4 Paper, 800 Pages, 1500 Illustrations, 3000 Columns.

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**EXTRAORDINARY OFFER.**

To every person who, between now and the 31st January next, will subscribe for the **BICYCLING WORLD**, one year, and pay the yearly subscription price, \$1, and \$1 additional, we will send **FOR ONE YEAR** a copy, weekly, of the **BICYCLING WORLD** and also for one year a copy, weekly, of

THE CELEBRATED ILLUSTRATED HUMOROUS PAPER,  
**TEXAS SIFTINGS.**

The subscription price of **SIFTINGS** is \$4 a year. It is a 16-page paper, profusely illustrated by the leading artists and caricaturists of the day. In the matter of original humor, it is acknowledged to stand at the head of the illustrated press of the country, and has been well named "The Witty Wonder of the World." It is published in New York, and has a National reputation. The merits of **SIFTINGS** are so well known that we do not deem it necessary to refer to them further.

Both new subscribers and those who renew their subscriptions to the **WORLD** will have the privilege of this offer.

REMEMBER that **TEXAS SIFTINGS** is offered at this price only to those who subscribe for the **WORLD** between this date and January 31 next. No such offer as this has ever been made. **We offer a \$1 paper and a \$4 paper for \$2.**

No one but a **WORLD** subscriber can get **SIFTINGS** for less than \$4 a year,

The amount for both papers, \$2, should be sent *direct* to us by P. O. Order, Postal Note (*No stamps received*), and we shall order the publishers to mail **SIFTINGS** from New York to you for one year.

This offer is not open to Subscribers who send Subscriptions to us through Agents.

Send for samples copies of *World and Siftings*.

**BICYCLING WORLD CO., 12 Pearl Street, Boston.**



**FACTORY REMOVED FROM WORCESTER TO HIGHLANDVILLE, MASS.****Office 178 Columbus Avenue, Boston.**

MEDINA, N. Y., Oct. 5th, 1888.

SPRINGFIELD BICYCLE MFG. CO., Boston, Mass.:

Dear Sirs—In May last I purchased a Springfield Roadster, and since that time I have ridden as many miles as any rider in the country, and over every kind of road. I have ridden up sandy hills and down steep stony ones. I have ridden over rails and off of curbings; in short, my Springfield Roadster will take me almost anywhere in safety. It takes but little effort to propel it,

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NEIL F. POSSON,  
Teacher 4th Grade Medina Free Academy.

"I believe the Springfield Roadster is the best wheel manufactured for all around use."

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"My No. 2 wheel runs like grease. It is the easiest running wheel I was ever on."

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"I know from experience that for comfort and ease, long distance riding, over good or rough roads, it is the best bicycle made."

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"My wheel works very nicely and has never got out of order."

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"There is no doubt in my mind that it is the most serviceable all around wheel in the market."

C. E. WALKER,  
Secy. Pastime Cycling and Athletic Club, Chicago.

"I am very much pleased with the Springfield Roadster."

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"It is far ahead of any wheel in the market for safety, durability and general road use. For bad roads and hill climbing it has no equal."

ROTTMAN & PUGH, Terre Haute, Ind.

"It is the wheel of all wheels."

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"The Springfield Roadster took the lead here early last spring and has held its own ever since. Twelve wheels were sold, over double the number of any other make. The boys all want them just as soon as they can dispose of their crank wheels."

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**Catalogue Free.**

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SPRINGFIELD BICYCLE MFG. CO., 178 Columbus Ave., Boston, Mass.



# INCER CYCLES

We had the pleasure of trying one of the Singer Safeties the other day, and we can bear witness to the excellence of its running qualities. We soon mastered the steering so that we could run it without hands. Although the machine was geared up to 57, we found no difficulty at all in driving it up good stiff hills.—From *Bicycling World and L. A. W. Bulletin*, Oct. 26, 1888.



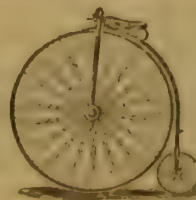
For details of these Machines see our regular catalogue, which will be mailed free to any address on application. Reliable Agents Wanted.

**W. B. EVERETT & CO., 6 and 8 Berkeley Street, . . . BOSTON.**

## Second-Hand Wheels,

Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand wheels. Prices on all wheels guaranteed as low as the lowest.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.



## Bicycles on Easy Payments.

Victor, Springfield Roadster, New Rapid, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from \$6.40 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.





Published Every Friday

— BY —

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

## TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the *Bicycling World Co.*

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

## EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 9 NOVEMBER, 1888.

## NOTICE TO BOSTON WHEELMEN.

It has come to our knowledge that the Superintendent of the Boston reservoir is seriously considering the advisability of forbidding the drives of the reservoir to wheelmen. The reason given is that certain *habitués* of that part of the reservoir known as the rendezvous have been complained of by decent people for using insulting remarks on and in the hearing of passers by. We have had occasion heretofore to call attention to the disgraceful actions of certain individuals in human form, who have brought shame on the name of cyclist by insulting respectable people who have had the misfortune to pass the "rendezvous" when the aforesaid brutes have been in attendance there.

Now we know that these disgraces to human nature do not read the *World* or any other decent paper, and we therefore know that the probable consequences of their low horse play will not be made apparent to them through the columns of any paper. We therefore urge on our readers the necessity of keeping a sharp look out for these creatures, and we hope every decent wheelman will feel called upon to enter a *vigorous* protest in case they hear or see anything coming from these animals that is likely to offend decent people. If the protest takes the form of physical chastisement we should not weep. This much we want to say; that if the reservoir is closed to wheelmen it will be a lasting and humiliating disgrace to the sport and to Boston wheelmen.

THE English cycling press is unanimous in their condemnation of the Rowe-Temple fake. It is a rehash of what has already appeared in these columns, spiced with a few personal comments on the affair. *Wheeling* directs its heaviest artillery at Morgan, while *Bi. News* thumps Rowe with the heaviest end of the club. Now that the "last county" has been heard from let us bury the unclean body and tread down firmly the earth that covers the coffin of professionalism.

## THE SCORCHER.

CHARM'D by the sweet and melodious notes  
Pour'd from a score of feather'd throats,  
Breathing the hay's delicious scent  
As through the fields my course I bent;  
Far down the road I chanc'd to spy  
A man, on a wheel that seemed to fly.  
As past where I stood, like a rocket he went,  
I saw on his face a look so intent;  
A look full of pain and anxious haste,  
That seem'd to say, "no time must I waste,"  
For, blind and deaf to nature's display,  
With downcast eyes he sped on his way.  
"It must be a case of life and death,"  
I said to myself, with bated breath;  
"At the door of Death some dear one's laid,  
And he doth haste for medical aid.  
Oh fly thou wheel, with the wings of the wind,  
That he that aid may speedily find,  
And again to health that lov'd one restore.  
Hasten, I pray thee, beg and implore!"

\* \* \* \* \*  
Alas my friends, 'twas all a mistake,  
He was only trying a record to break.  
He rode like a fool, and never once stopp'd  
Till, his heart giving out, from his wheel he dropp'd,  
And gave up the ghost on the ground where he lay.  
*But he beat the record three seconds, they say!*

WILLIAM D. KEMPTON.

## AN IMPORTANT DECISION.

In the Common Pleas Court at Providence, R. I., last week, State, *Benj. H. Child*, complainant, vs. *Patrick H. Collins*, the jury returned a verdict of guilty. This is the case in which Mr. Wm. M. Leavitt, a bicycle rider of Providence, is interested. While riding on his machine on his proper side of the road he was run down by Collins, who was driving an express wagon, overthrown, his wrist injured so that he was incapacitated for work for some time, and his wheel slightly damaged. In the Sixth District Court, Collins, who had no case, as far as his act went, was fined \$5 and costs, and appealed. In the Common Pleas Court the acting City Solicitor was unprepared to furnish full precedents of decisions made in this country as to the claim by a bicycle to be considered a vehicle with corresponding right on the highway, Judge Wilbur, however, gave a *pro forma* decision that a bicycle is a vehicle, and the case proceeded, the jury readily finding Collins guilty. Sentence is deferred pending decision of the Supreme Court on the main points involved.

## BICYCLE RACING AND ITS EFFECTS.

It is very generally admitted, and by the highest authorities, that the bicycle properly used is not only one of the most delightful means of exercise but conducive to good health, which, of course, means good digestion, good spirits, healthy, sound sleep, strong, well developed muscles, good appetite, and in fact everything that goes to compose a first-class bodily make-up, all of which tends to make physical and mental life happy and desirable.

Is it not to be deplored by every lover of the wheel that this most exhilarating sport should be brought down to such a degrading level as racing? As an enthusiastic lover of and rider of the bicycle, I have been (not an interested spectator) a witness to the coarse and profane talk at the so-called "tournaments" and "races." I have known of the "put up jobs" in the way of betting, and other unbecoming conduct that has stamped this whole business of racing as of the vilest. I have yet to learn that the "best rider" is he who goes the fastest. I have frequently heard some wheelmen boast of the large number of "nasty headers" they took in a certain race; others glory in a sprained ankle or a broken collar bone, or may be a mashed head. These things may suit a certain class of hoodlum wheelmen, but I am not accustomed to associate such in my mind with *fine riders*, however rapid they may ride or what their "record" may be. There is altogether too much "crookedness" connected with these racing events, too much bitter feeling engendered, and last, but by no means least, too utter disregard for life and health to commend such doings to the better class of wheelmen.

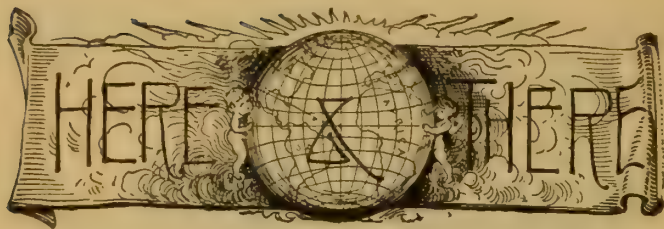
WM. B. STOCKWELL.

Millbury, Mass.

L. A. W. No. 17,102.

Will the lady "scorchers" kindly send in their records for 1888? We have one as a starter, Miss Maggie Kirkwood claims 1800 miles as her record so far this season. Next, if you please!!





## NEW YORK.

"HAWKSHAW."

THE trouble with most of the puritanical class of club reformers is their misunderstanding of the basis of all club laws, which is formulated as being that which accomplishes "the greatest good for the greatest number." The error of the reformers is that they always to believe that their greatest number is number one, and they proceed to legislate and reform for their own convenience, while at the same time they fill the air with lamentations at the iniquity of their fellow club men, which they declare, with the tears of sanctity in their eyes, to be the sole cause of their restrictive and hide-bound reformatory enactments. Some day there will be an explosion, and somebody will get hurt, as a result of the maudlin rule that is now seeking to run things in this back century style in our oldest city wheel club, and when it does come I have an idea that those real, real wicked, young club men, who are the especial antipathy of the old woman brigade, will know something about the cause of the explosion, and will not be among the injured when the smoke of conflict clears away. Old women, unlike young ones, seldom take hints, and I suppose these cycling grannies do not differ in this respect from their aged prototypes elsewhere, so that this jeremiad is, in all probability, wasted upon their antique brains, but it's true for all that, and in the near future perhaps it may be proven to be prophetic too.

"WHAT'S all this Liberty Bill about, anyway?" asked the new member at the club the other evening, after an unusually flattering testimonial, regarding its benefits, on the part of one of the "old guard." "Why, don't you know?" queried the o. g. man. "No, I don't," answered the new member. "Well," replied the o. g. man, "it simply allows us to pedal in the park without a license, that's all," and with a wail like the gruesome graik of the jabberwock, or the soulful song of the spotsome frog, the club cat fled through the open door, and the wail of his wimpled woe re-echoed through ghoulsome gloom of the coal hole.

ON Monday night the New York Club held their semi-annual meeting. Being the first official gathering in their new quarters it was made quite a gala event. The Building Committee formally turned over the club house to the club, after which ceremony the House Committee endeavored themselves to all by inviting the members to a spread. The newly enlarged club orchestra, under the leadership of Oscar Lee Moses, sent sweet strains of harmony throughout the cosy house, in a manner that would have caused Amelie Rives to say, was "like unto the swaling swirl of the soughful wind, as the gust goes glooming by," or something or other like that, equally expressive of her ideas of tuneful melody, well rendered.

UNDER the promise of the strictest secrecy, which promise I am now proceeding to keep inviolate, I was, a few days since, shown a corset especially adapted for ladies who go in for athletic work and, as in the case of cycling, desire to retain their natty appearance without a complete sacrifice of form. It was very short, very shapely, yellow in color, all bound with pinkings of scarlet leather, and has, so the young saleswoman who exhibited it informed me, only five steels—one in front, one on each hip and one each side of the lacing in the back. I hope I have got these technical details all correct, as I am sure that this was the way she explained them to me. By some peculiar process the leather is exquisitely moulded and shaped, whereby the need of seams is avoided, and yet it is so pliable and adjustable as to make it particularly adapted to the use of athletically inclined ladies, and it is from this fact that I am induced to betray the confidence bestowed upon me, and have concluded to make my knowledge public property in this column, for the benefit of such as it may concern.

It is given out on first-class authority that Mrs. Langtry will adopt the woman's bicycle as a means of gaining health and advertisement, while at the same time it brings her a loss of weight. It seems very strange that in this, like many other advancements of a radical order, that the women of America should calmly wait until some far-seeing sister of theirs, often a theatrical one too, as in the present case, less careful of the mutterings of Mrs. Grundy than

themselves, breaks loose from the leash of conventionalism, and adopts some new, and hence apparently startling, fad or fashion, and then, when having served the purposes of these pioneers, it is thrown away, then rush in and fight for the honor of adopting it. I suppose it will be this way with the woman's bicycle. After Miss Hall and Mrs. Langtry have exhausted it as a medium for calling to themselves the attention of the public, and having, therefore, no further use for it, will have supplanted it for something newer and more startling, that then, and not till then, will the Miss Prudes and Miss Prims of society here, who the whole time have been eyeing the performance with envy from afar, consent to step down and take it up as a find of their own, completely ignoring all knowledge of the performances of its fair discoverers, because, forsooth, they were actresses, or some other equally brilliant argument of a society woman. Till all of this has happened I do not look for any material increase in the use of the bicycle here by those women who claim to hold tickets of membership in Ward McAllister's four hundred.

## CHICAGO.

THE "STROLLER."

THE Fort Dearborn Club gave a very enjoyable smoker at their club house Tuesday evening as a sort of a final wind up under the old name and colors under which they have won so much glory the past season. Hereafter it will be the "Chicago Cycling Club," the three C's, and what a club that should be with such men as Thorne, Cyres, Schmidt, Ingall, Conklin, and others of the C. Bi. C. and Randall, Corey, Skinkle, Seig etc. of the Fort Dearborns, for they are all hustlers and have virtually made the two clubs what they are to-day and with their united efforts in the interests of one club, the three C's should be the most successful club in the country.

I HAVE heard nothing new in regard to the Englewood Club joining the new combination but understood that an effort is being made to bring in the Englewood Club in a body.

THE Lincoln Club I understand, are also on the point of consolidating with the Chicago Cycling Club, not being able to bring about consolidation with the Illinois club on favorable terms.

JOE CRENNAN has moved to the South Side, and has made application for membership in the C. C. C.

GREENLEAF, who recently broke the one-half mile record at Cambridge is a Fort Dearborn man and one of their racing team until he left for college.

THE Illinois Club are engaged in the throes of another raffle, an elegant chair having been presented them for that purpose by their President, Mr. Sloan.

THE *Referee* displays commendable (?) energy and zeal in its account of the 24-hour record of John Mason's by rushing in a cut of one of the "four alleged" as a correct likeness of Mason.

IT came hard to the Chicagos to drop out of the League. This was the greatest concession they made to the Fort Dearborn Club. Dr. Ellis still mourns for the loss of the name of the C. Bi. C.

THE Lincoln Club has gotten up a very neat programme of their entertainments for the winter season.

Two thirds of the C. C. C. Club have made arrangements to attend the Casino gymnasium the coming season, and visions of the next Pullman road race inspire some of them to attend, no doubt.

THE Fort Dearborn boys have been electioneering the past week for one of their members, Mr. Carlson, who is a candidate for County Surveyor, and I have been presented with posters by a dozen different members and told that I ought to vote for him, no matter what my politics were, and I—did so.

TOM ROE gets the medal for the greatest number of miles ridden during the season, presented by the Fort Dearborn members. His record is 8009 miles, from April 1st to Nov. 1st. Randall gets the medal for the monthly record, his mileage being 1604 for the month of October. Some of the knowing ones think these records are rather fishy.

It is rumored that Van Sicklen and Roe are to form a partnership and engage in the bicycle business next season and are trying to get the agency for the Star here but I doubt if they will be able to do that as the present agent has done so much toward making the machine with the little wheel in front popular with the wheelmen here that it will be hard to take the agency from him.

Who will be the officers in the consolidated club next year? I understand that Randall and Thorne will both run for the office of



President, and that Cory, who has had a first mortgage on the Treasuryship in the past, is in the field again with three or four other candidates. Wire pulling and fine work has already begun for the spoils to an alarming extent, so I am told, while the other clubs are looking on and waiting to see the club split up into factions and go to pieces on the subject of officers.

"DUQUESNE," of Pittsburg, says in the BICYCLING WORLD, in relation to John Wells' hill-climbing visit to the city: "There is considerable discussion out here about his cranks, which are partially quartered." What ignorance! Quartered, indeed. Why, the driving axle was twisted, and consequently the cranks were not in alignment. Common sense should tell 'Duquesne' that with quartered cranks the entire machine would have to travel forward by its momentum till the driving sprocket had turned a full quarter of a revolution, which in Wells' case would mean an advance of three feet of the hill, and if the cranks were quartered this would still be true proportionately. If this blatant error had been made in the daily press by some non-cycling scribe, with what a smile of derision 'Duquesne' would have greeted it."—*Sporting Life*. As a sample of intellectual imbecility the above is good, very good for a small boy (a man would not utter such inane drivellings). When I wrote that "quartered cranks" sentence I thought that some imbecile might think I meant cranks placed at an angle of ninety degrees, so I prefixed the word "partially," making it "partially quartered cranks," then this fresh youth deliberately says that "partially quartered cranks" would mean a dead centre of one fourth of a revolution. As to the driving axle being twisted, I will not venture an opinion as to whether they were twisted or purposely constructed that way. As it is immaterial, however, as an item of news, I will say that a first-class machinist, who has worked for years in a bicycle manufactory, after an examination of the axle, said that the axle was not twisted, but that the cranks were put on that way originally. His last sentence is a specimen of the mutterings of a diseased mind, tempered with ignorance, nerve and gall. If the editor of *Sporting Life* wishes to run a first-class wheel column he should get a practical wheelman to edit it.

"DUQUESNE."

When a man can ride a wheel as well as Jno. A. Wells he is injured rather than aided by such vaporings as the "Philadelphia Kid" gives to the public. Mr. Wells is a good rider, and can stand on his merits.

#### PORKOPOLIS NOTES.

"STAR."

TALK about large heads! Captain Galway has about the largest head of any wheelman in this vicinity. Six times this season has he been obliged, on account of rain, to postpone runs to Venice, O., but nothing daunted by these repeated failures he was determined to get there this year or—! so he had recourse to a stratagem. The run called for the next Sunday was to Florence, Ky., but when the club wheeled into Race street from Eighth, they were surprised to see their leader turn north instead of south, and it was not till they had crossed the canal bridge that it began to dawn upon them that they were going to Venice, and that the calling of the run to Florence was simply a blind to outwit the clerk of the weather. The day was fair and the air cool and bracing; the richness, brilliancy and variety of the coloring of the forest foliage would have delighted the eye of a Titian or a Rubens; and the luscious apples! did the boys appropriate any? Oh no! Each one enjoyed himself as much as possible, for, the camera fiends having for once left their infernal machines at home, the boys were relieved from the intense strain of trying to look intelligent.

ON Oct. 28 the C. B. C. took a run to Florence, Ky. The day was bright and clear, but oh the wind! it was so strong that coasting was out of the question, and when the club reached their destination they were indeed a weary looking set. After dinner, however, they revived and set about amusing themselves. Hosea tortured the guitar, Marque wrestled with a mouth harp, the ingenious Norton presided at the piano, surprising his fellow wheelmen with his exquisite rendition of several selections from "Freischuetz," "Darling Chloe" was sung with so much feeling by the silent Nelson that there was not a dry eye in the house, and Charley Galway, well, he just astonished the natives; but best of all was the inimitable imitation of the calls of various birds by an ex-wheelman, H. G. Collins. Each and every one, however, seemed to regret the unaccountable absence of the "active" Walk Hall, as Florence was believed to be his favorite run.

THE brevity of the parade on wheelmen's day at the Centennial,

though a disappointment to many, was the result of natural causes. The time—three days—was too short to enable a number of business and professional men to make arrangements that would permit them to participate, and then the idea of riding behind a "Kazoo" band was not relished by certain cyclists who are nothing if not dignified; but perhaps the most potent cause was the fact that during this year Cincinnatians have been so surfeited with parades of butchers, bakers, barbers, militia, secret societies, trades unions, etc., etc., etc., that now a brass band attracts about as much attention as the midsummer buzzing of a blue bottled fly. In the evening the "Kazoo" band covered themselves with glory, Mill-holland's painful efforts on the trombone being rewarded by the presentation, in lieu of a bouquet, of a large and ripe cabbage. Andy Hanauer's exhibition of trick riding on the stage of Music Hall was so marvellous that we now no longer doubt the assertion that he is able to ride a machine that has neither perch, forks nor wheels.

BERT KITCHELL recently had a very thrilling adventure. While riding through Carthage, O., a mischievous imp through a stick at his machine that was carried up into the fork, checking the wheel but not the rider. In an instant Bert was on his feet and, without waiting to dig the mud out of his eyes, started in pursuit of the wily little villain, who, dashing into a house near by, slammed the door in the face of his pursuer. Bert, whose temperature by this time was about 700 degrees in the shade, jerked the door open just in time to see the little fiend dash into the next room and slam the door. He jerked this open also, only to see his tormentor disappear through the next, slamming it as he went. Through five rooms he pursued him, and as he bounced into the sixth he narrowly escaped landing in a tub of boiling water, and before he could look about him he was accosted by a fiery Amazon, who said: "Ye dhurty, murdherin' blag-gyard, git out o' here this minnit or I'll impty this b'iler o' hot suds over ye!" On hearing this gentle voice, Bert, who a moment before was ready to kill the little rascal, cooled down considerably, and, suddenly recollecting that he had a very urgent appointment at Elmwood, wheeled about and beat the record in getting to the front door and mounting his wheel.

#### NEWS

#### AND COMMENT.

WE saw three bad accidents out at the reservoir last Sunday, within about fifteen minutes. The first and most serious was that of Henry Quinn, of East Cambridge, who came to grief by running over a dog; result—a broken arm. Another was a collision between two bikes; result—a ruined machine and a few bruises. Number three was a header near the rendezvous; result—a very badly cut and bruised face.

THE Kodak is the wheelman's camera, see their advt. on another page.

THE Wilkesbarre Club will celebrate Thanksgiving by giving a grand ball in the evening.

THE Lawrence, Mass., authorities are urged to put a stop to the use of sidewalks by cyclists.

WE call attention to our great premium offer. We can only hold this offer open for a few weeks.

NOTICE our great premium offer for new subscribers on page 19. This offer only good to January 31st, 1889.

MR. C. F. STOKES, the Chicago representative of the Springfield Roadster Co., was in Boston this week; he made us a hasty call.

THE Universal Club, of Brooklyn, N. Y., have had their rooms thoroughly renovated. The Universal is one of the most active clubs in the Empire State.

W. M. WOODSIDE declares he has retired from cycle racing as a profession for all time. He will sail for Europe on the 15th of this month, and will return to the United States in about three months.

AFTER January first ladies will be admitted to membership in the Hudson County (Pa.) Wheelmen. The club will soon begin the erection of a fine club house, and will also lay out an eight-lap track and two tennis courts.

MR. JOSEPH HEIDORF, of Rutland, Vt., is now perfecting an ice bicycle. By the time the water congeals he expects to have it ready. His first trial will be on Lake Bomoseen, and then if it pans out well, he will give it a trial on the Hudson River.

THE Boston Club temporary headquarters during Tuesday, election day, and the following Wednesday, was Room No. 1, Parker House. The Club is about evenly divided as to politics, so the fun waxed hot and furious as the returns began to come in.

THERE has been quite a rivalry between the States of Illinois and



New Jersey, as to who would lead in L. A. W. membership. At this writing these two States are tied, with a membership of 740 each. Now, New Jersey, whoop her up. Now, Illinois, let'er go!!

THE Chicago *Referee* is getting out an annual which will be ready for distribution December 15. It will contain a review of the season's work in athletics, cycling, etc., tables of records, stories and miscellaneous information, also the portraits of 250 celebrated athletes.

SOME burglars through Eastern, Mass., stole a railroad bicycle, and used that vehicle as a means of quick transit from one scene of their operations to another. We sincerely hope that the cycle in any of its many forms may not become in general use for such purposes.

THE Harvard Bicycle Club has challenged the Institute of Technology Club to a road race for a banner, to be presented by the losing club. The challenge has been accepted, and the following committee chosen to complete arrangements for Harvard: K. Brown, '91; G. H. Merrill, '90; and E. A. Bailey, '91. The Harvard team will be composed of the winners in Thursday's road race.

OUR friend who has been victimizing confiding wheelmen in Reading, Buffalo, Washington and Baltimore is an old offender, so says a valued correspondent from Rochester, N. Y. It seems he stole a bicycle in Canandaigua, N. Y., was captured, lodged in jail, and after a short confinement he escaped. He operated under the name of Carlisle, and seems to have a penchant for despoiling wheelmen.

"WE know of an Englishman who is anxious for an American editor to settle a little bill for wires, &c. It's not American, you know—or we hope it isn't—to keep men waiting over long for money due," so says *Bi. News*. We rather object to this "blanket" charge of neglect to pay bills. If *Bi. News* wants to make a charge, it should be more specific. As "an American editor" we deny owing an Englishman anything for "wires, etc." Now, then *Bi. News*, who is the man?

W. H. HUNTLY, of Newton, while riding over the Milldam a short time ago, was run into by an individual in a tip-cart. Mr. Huntly was on the extreme left of the road, and the aforesaid driver deliberately ran into Huntly, threw him down and came within an inch of driving the cart wheel over his head. Mr. Huntly is still suffering from the result of the accident. He has placed the case in the hands of his attorney, Mr. N. S. Slocumb, and intends to push the affair to the bitter end.

HERE'S a how-de-do, and it is an indication of how hot things have been in Indiana politically. Certain members of the Terre Haute Club are staunch Republicans, and they thought they would parade on bikes as such. In comes the Democratic wing of the club and vows it will resign in a body if those misguided youths insist on parading. A good deal of back talk has been indulged in, but at the present writing we cannot say what was done and who was hurt. We must wait until the smoke of battle clears away, and then we can attend to the wounded and bury the dead.

MR. A. J. HENLY accepts Mr. Geo. W. Schoenhut's challenge, which appeared in the *WORLD* of Oct. 26. Mr. H. prefers to ride the match on a track, but in case Mr. Schoenhut demurs, and insists on riding the race on the road, Mr. Henly avers he is ready to ride the match "over bricks, stones or mud." Mr. Henly objects to the medal costing over \$50, because the L. A. W. puts the maximum cost of prizes at \$50. We would suggest to Mr. Henly that the L. A. W. does not recognize road racing, and so the prize may be \$5000 for all the L. A. W. would object.

A CORRESPONDENT from Rome, N. Y., writes as follows: "The Ramblers Bicycle Club, of Rome, N. Y., are talking very strongly about laying a quarter-mile bicycle track at Riverside Park. The surface will either be of cinders or clay and the corners raised. It will lay immediately inside of the east end of the horse track, and some two feet above it. We are at a loss to know the cost of such a track. There will be a little grading to be done, and we propose to make it twenty-five feet wide on the home stretch and twelve on the back stretch. Can you give us any information on the subject? Can anyone give us the grade of Murder Lane Hill?" To our correspondent's first question as to cost of building a track, we should advise him to go to a regular contractor and have him give an estimate. There is no fixed rule as to figuring cost of building a track, because the nature of the ground on which it is to be built, the amount of grading, the cost of material to build, all vary in different localities. The average grade of Murder Lane hill is 1 in 9 7-10. The total length is 3827 feet.

THE news that Mr. H. D. Corey has retired from the cycle trade will be received with surprise by his many friends. From what we hear from Mr. Corey we hope that the retirement may not be permanent, but the reasons for his present action are good and sufficient, and are given in the daily papers as follows: "In 1883 he became connected with the house of Stoddard, Lovering & Co., and for four years managed their cycling department, during which time he became one of the most prominent cyclists in the country, and gained an enviable reputation as an amateur racer. About a year ago he accepted a responsible position with the Pope Mfg. Co., and since then he has travelled all over the country, visiting agents of the Pope Co. Mr. Corey was married about four months ago, and shortly before his wedding the death of his father placed important private business matters in his hands. He was very loath to leave the cycle trade, and would not have done so had not private business matters demanded his attention, and his dislike to be continually on the road."

#### TANDEM BICYCLE RECORD.

(Special to the World.)

THE Banker brothers rode one mile, on an Ivel tandem bicycle, in 2m. 38s. on Forbes street.  
"DUQUESNE."  
November 5, 1888.

#### ONE-HUNDRED-MILE TRICYCLE ROAD RECORD.

MR. G. P. MILLS, the great record capturer, has had a whack at the 100-mile tricycle record. E. Hale has held this record since September, 1887, in 7h. 11m. 6s. Mills rode an Ivel trike, weighing 35 pounds, and established the record at 6h. 58m. 54s. A. J. Wilson did the timing. Mills was well paced and checked.

#### A TWENTY-FOUR HOUR RECORD.

MR. PERCY NIX, on a geared Facile, recently put the 24-hour English record at 298 1-4 miles, thus beating Mills' record by about three miles. The last 76 miles were ridden without a dismount. His Facile weighed 36 pounds. The record is for all class of machines. He was well paced by reliable men, A. J. Wilson doing the timing.

#### THE 100-MILE PHILADELPHIA ROAD RACE.

WE are in receipt of the results of the 100-mile road race run at Philadelphia last Tuesday, Nov. 6. This proved another victory for that great road rider, F. M. Dampman, of the Wilmington Wheel Club, who rode the distance in 7.20.17; his club mate, B. F. McDaniel, running a close second, and finishing in 7.20.18; C. A. Dimon, of the South End Wheelmen, Philadelphia, stopping at 86 miles, and W. G. Spier, of the Century Club, stopped at 70 miles. There were thirteen starters, and the other nine not accounted for got tired and stopped at various stages of the race. The course was over the Lancaster pike, city line and Montgomery avenue. Dampman and McDaniel rode Victor Light Roadsters.

#### EAGLE ROCK HILL TWICE ON AN ORDINARY BICYCLE.

ON Sunday last, Nov. 4, Mr. Jno. V. L. Pierson accomplished the feat of riding up and down Eagle Rock Hill on a Light Champion bicycle, with 5 1-2 inch cranks. The climbs were made between 3.30 and 4 P. M., and were witnessed by Mr. Charles Coggeshall of Bloomfield and two members of the Manhattan Bicycle Club, besides some twenty other New York and Brooklyn wheelmen who were at the hill at the time and witnessed different parts of the performance. This is claimed as record for the ordinary. Mr. Pierson is President of the Bloomfield Cyclers. The hill has never been ridden by an ordinary more than once, and was also done by members of the Bloomfields!

#### RACING AT DALLAS, TEXAS.

THE third annual tournament of the "Dallas Wheel Club," under rules of the L. A. W., took place at Dallas, Tex., last month, in connection with the Texas State Fair and Dallas Exposition, and at their grounds. The weather was favorable, but the track very heavy, which precluded the making of good time.

First race, one mile novice. A. C. Eidelbach, first, time, 5:03; E. W. Hope, second.

Second race, half mile, hands off. H. J. Blakeney, first, time, 3:30; O. P. Haney, second.



## MEER FOR WHEELMEN---THE KODAK.



Price, \$25.00.

THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and **pressing a button.**

**One Hundred** instantaneous views may be made without reloading, and a **knowledge of photography is unnecessary.** The "Kodak" is but about six inches in length, and weighs less than two pounds. A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The "**Kodak**" is an article which **every wheelman should possess**, and secure by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

*Send for Descriptive Circulars.*

**THE EASTMAN DRY PLATE AND FILM CO.,**  
ROCHESTER, N. Y.

Third race, one mile open, A. C. Eidelbach, first, time, 4 28; T. L. Monaghan, second, 4.32.

### SECOND DAY.

Two mile State championship. A. C. Eidelbach, first, time, 10.02 1-2; T. L. Monaghan, second, 10.04.

One eighth of a mile, slow race. L. Andruss, first, 6.08; E. W. Hope, second, 6.00 1-2.

Fancy riding contest. Hugh J. Blakeney, first prize; Leon Dalton, second.

One mile handicap, open. T. L. Monaghan, scratch, first, 4.21 A. C. Eidelbach, scratch, second, 4.28.

One mile consolation. S. I. Cade, first; Geo. Baunds, 2nd.

The officials were: W. S. Bird, E. Williams, Leon Dalton and W. T. King.

We had about twenty L. A. W. men here, who all agreed that Hugh J. Blakeney would make the best Chief Consul for the State.

### WHITTAKER VS. LEES.

THE ten-mile match on safeties between S. G. Whittaker and Jack Lees, in England, has been the topic of conversation among those interested in professional racing for the past two weeks. The event took place two weeks ago, and resulted in a victory for the Yankee boy. It was a hot race, and the last quarter was done in 35 2-5 seconds.

The leaders and times for the separate miles and full distances were as follows:

| Miles. | Leader.             | Time.     |
|--------|---------------------|-----------|
|        |                     | M. S.     |
| 1      | Lee - - - - -       | 2 46      |
| 2      | Lee - - - - -       | 5 48 4-5  |
| 3      | Lee - - - - -       | 8 54 1-5  |
| 4      | Whittaker - - - - - | 11 59 4-5 |
| 5      | Whittaker - - - - - | 14 47 4-5 |
| 6      | Lee - - - - -       | 17 4 2-5  |
| 7      | Lee - - - - -       | 21 00 4-5 |
| 8      | Lee - - - - -       | 24 20     |
| 9      | Lee - - - - -       | 27 28 2-5 |
| 10     | Whittaker - - - - - | 30 31 2-3 |

### THE TWENTY-MILE ROAD RACE WON BY WILMINGTON CLUB.

THE team of the Wilmington Wheel Club went up to Reading Saturday morning, Nov. 3, and when they left in the afternoon they carried with them the prize medal, which they won in the match race with the team of the Reading Bicycle Club.

The Wilmington men were, Merrihew, 156 lbs.; Dampman, 142 lbs.; McDaniel, 144 lbs.; Steward, 152 lbs. The latter, who is quite a youth, was selected as late as Thursday evening as a substitute, Elliott, the fourth man of the team, being laid up with sickness, and Pyle and Jefferies being unable to get away. Had it not been for this fact the Wilmingtonians would probably have finished all together, as Elliott is as good a man as any of the others, while Steward, although he rode a plucky race, has had no experience, and pulled through by sheer grit.

Reading's representatives were Wilhelm, 163 lbs.; Scheele, 159 lbs.; Douglass, 145 lbs.; and Kohler, 130 lbs.

### THE RACE.

The men left Reading on the 11.45 A. M. train for Myerstown, accompanied by the referee, A. M. Scheffey, of Pottstown; the judge, W. I. Grubb, of same place; Frank Heilman and John

Crawford, timers; and the starters and checkers. The course was from Myerstown to Reading, straight down the Harrisburg pike, a distance of about twenty-one miles. From the start Wilhelm and Dampman rushed ahead, closely followed by Merrihew, McDaniel and Steward, and this order was maintained for eighteen miles, when Steward began to weaken, and was finally passed by Douglass, Scheele and Kohler. McDaniel and Merrihew kept within sight of the two leaders until near the finish, and the eight men rode in remarkably close to each other.

Spectators gathered along the route to witness the contest, and at the finish, just west of the Harrisburg bridge at Reading, there was a throng of upwards of two thousand people. Just beyond this point the road bends and winds up a steep hill, called Eckert's, which is about three eighths of a mile in length. On striking this hill Wilhelm spurred down at top speed, and Dampman, losing his pedals, was unable to hold him. Around the turn he shot, and as he came across the finish the crowd cheered enthusiastically. While the cheers were yet ringing Dampman came up with a rush, and he crossed just twelve seconds later. Then a short but anxious wait, for all knew that the issue of the race hung upon the next men around the turn. There! two more gray uniforms on crank wheels, and Merrihew and McDaniel swept in, with six seconds separating them. No cheering encouraged them, however.

Less than a minute afterward came Douglass, Scheele and Kohler, closely following one another, with Steward bringing up the rear. Following is the time:

| Name.                | Club. | Time.   | Mount.               |
|----------------------|-------|---------|----------------------|
| Wilhelm, Reading     | - - - | 1.15.28 | Star                 |
| Dampman, Wilmington  | - - - | 1.15.40 | Victor               |
| Merrihew, Wilmington | - - - | 1.18.44 | Victor               |
| McDaniel, Wilmington | - - - | 1.18.50 | Victor               |
| Douglas, Reading     | - - - | 1.19.20 | Star                 |
| Scheele, Reading     | - - - | 1.19.50 | Star                 |
| Kohler, Reading      | - - - | 1.19.59 | Star                 |
| Steward, Wilmington  | - - - | 1.22.38 | Springfield Roadster |

The course is claimed to be 21 miles, and if this is correct the time of Wilhelm and Dampman is American record.

The timers and judges returned to Reading by train, after starting the racers, and met them at them at the finish. Checkers were stationed at Womelsdorf, Robesonia, Wernersville and Sinking Spring. The Reading men also had members of their club stationed along the route, who took them up and paced them at intervals.

The Wilmington men left for Honeybrook at five o'clock, riding to Wilmington yesterday (Sunday). They are anxious to receive a challenge from the Reading Bicycle Club for another race, and hope to have Elliott in condition to take part in the same if it comes off. Philadelphia, Nov. 5, 1888.

"ARIEL."

[Our correspondent is correct, and while we have no record for 21 miles we find that Kluge, Baggott and Bradley, in the last interstate race in New Jersey, rode the distance (21 miles) in about 1.15.06, or at about a 3 34 gait. If the distance of the Reading course can be verified we of course hold that the claim for record for that distance must go to W. I. Wilhelm.—ED.]

### SAM STERLING ON COREY HILL.

MR. SAM STERLING, of Bridgeport, Conn., is a gentleman 45 years of age. Mr. Sterling spends much of his time a-wheel, and is an enthusiast of the first water. It has always been his pet desire to make a record on Corey Hill, and for that purpose he journeyed to Boston last week, and for a practice spin he went up and down six times without a dismount. On Thursday, Nov. 1, he went out to the hill in company with Mr. McCune and Dr. Emery, and there



# **ONE MORE.**

EDW. J. DOUHET, M. D., Dentist,  
106 Euclid Ave., Rooms 55, 56, 57.

CLEVELAND, O., Oct. 20th, 1888.

Coventry Machinists' Co., 239 Columbus Ave., Boston:

Dear Sirs—In reply to yours of Oct. 16th, inquiring as to the safe arrival and appreciation of the SWIFT No. 1 you sent me Sept. 20th, will say am sorry to have delayed so long, but waited until I could give the machine a fair trial, as I have done in the last month. When the machine came here it was criticised and an attempt to run it down, on account of its lightness, all being afraid it would not stand our rough and bad roads, as we have some of the worst roads in Ohio. All I said was, "Wait and see." We waited, and I am now ready to report. I find that as its name implies, it is Swift-er than any other machine of its kind, runs easier, nicer build, lighter, and as strong as any other machine made. It stands as hard usage as any, as I have not spared it anything; it goes wherever any other kind of machine can go, and is not stumped at anything. I am acknowledged to be as hard on a machine, and harder, than most riders here. The machine now, after one month's hard work, not only by myself, but by my friends who have borrowed it daily, is as good as when I took it out of the crate. I have not touched a tool of any kind to tighten it yet. It is the favorite machine of the kind in this city. One friend is about to sell an 1888 pattern Special Star, and another one an 1888 Rudge Bicyclette, to get the SWIFT No. 1; You will see their orders in a few days. I am in love with the little machine. I hope my report may be satisfactory to you, and expect an early answer.

I am, yours respectfully,  
E. J. DOUHET.

WARWICK
CYCLE

## THE WHEELS FOR 1889

ARE

## THE Warwick Perfection BICYCLE

AND

## THE Warwick Perfection SAFETY.

WHEELMEN LOOK OUT FOR THEM.

≡ Agents \* Don't \* Get \* Left ≡

WRITE FOR DESCRIPTION.

LOOK OUT FOR THEIR TANDEM BICYCLE.

MFG. CO.
SPRINGFIELD,  
MASS.



in the presence of these gentlemen together with some half a dozen other cyclists, he went up and down eleven times without a dismount. This is once more than Mr. Shurman's record, and considering the gentleman's age (45) is really a marvellous performance. He did not ride for time, and therefore the time was not taken. His mount was a regular stock Springfield Roadster. We heard it rumored that Mr. Sterling was thrown off the second time up, but so far we have been unable to verify the rumor, in fact those who saw the performance state that the rumor has no foundation. Even if it is true Mr. Sterling's feat of nine times will stand as record for a man of his years for many a day to come. But as it is we will investigate the matter and report in our next whether Mr. Sterling is entitled to the nine times or the eleven.

### THE BERKELEY OVAL.

IN connection with the races held at the Berkeley Oval, Morris Dock, New York, we think that a few words of description, helped by some cuts, will be of interest. The cuts are reproductions of those appearing in *Harper's Young People* of Oct. 30.

The Oval is situated at Morris Dock, on the Harlem, at 180 to 185 streets, and is situated at a high elevation above the Harlem River. The grounds are over an eighth of a mile square, and contain ample room for tennis, foot ball, base ball, cricket, Badminton, and in fact all out-door games. The track is what is of special interest to the



THE ENTRANCE

cyclist. This is a four-lap cinder path carefully built, and scientifically banked corners. The grand stand has accommodations for some 3000 people. Grand old trees and beautiful lawns abound; in fact it is an ideal athletic ground. The club house will be a feature more prominent when the snow flies, and when the club has its proposed toboggan slide in running order.



THE CLUB-HOUSE,

### THE RACES.

Election day in New York City opened fair, and the prospects of good gate and good races at Berkeley Oval were good. The attendance was quite fair, and the mild weather had the effect of bringing out many ladies. There were over 500 wheelmen who passed the gate on their wheels. As the day waxed old a cold fog set in, and by the time the last race was run it was quite dark, and difficult to see. The consolation race was run off before the final heat of the two-mile handicap, and in a driving finish W. H. Caldwell swerved and struck W. D. Edwards, the starter, knocking him senseless and taking a header. Luckily the damage was not serious. Below we give the

### RESULTS.

One-mile handicap—It was generally intended to run it in heats, but for some reason it was run in one. There were fifteen starters in this race, altogether too many for the size of the track. This was proven by the fact that a collision took place and six men fell in a heap, luckily no one seriously hurt. J. W. Schoefer, 90 yards, first; J. H. Hanson, 130 yards, second; F. B. Monell, 150 yards, third. Time, 2:53 3-5.

One-mile novice—F. J. Gubleman, first; C. B. Lockwood, second; W. H. Hall, third. Time, 3:25.

One-mile interscholastic—L. L. Clark, first; J. Low, Jr., second; Geo. C. Rand, third. Time, 3:42 1-2.

Half-mile open—W. Windle, first; E. I. Halsted, second; K. Brown, third. Time, 1:25.

One-mile, rear drivers—R. H. Davis, first; E. I. Halsted, second; W. G. F. Class, third. Time, 3:24.

Two-mile inter-collegiate—Kenneth Brown, first; R. H. Davis, Harvard, second; W. B. Greenleaf, Harvard, third. Time, 6:49 4-5.

One-mile tricycle handicap—R. H. Davis, scratch, first; S. B. Bowman, 90 yards, second; E. I. Halsted, 30 yards, third. Time, 3:45.



THE PAVILION AND RUNNING-TRACK.



Two-mile handicap—First heat: W. Windle, scratch, first; F. G. Brown, 150 yards, second; F. B. Monell, 190 yards, third. Time, 6.25 2-5.

Second heat: S. Bowman, 155 yards, first; J. H. Hanson, 210 yards, second; O. W. Swift, 225 yards, third. Time, 6.45 4-5.

Final heat: W. Windle, scratch, first; S. Bowman, 155 yards, second; W. H. Caldwell, 135 yard, third. Time, 6.18 1-5.

One-mile consolation—F. G. Brown, first; E. P. Baggott, second; W. E. Findley, third. Time, 3.10.

C. H. Luscomb refereed the races.

NO NAME.

#### RICHMOND, VA.

"BEFORE the walls of Richmond"—and indeed, behind and all around them—was your irrepressible cyclist on Oct. 29th and 30th, on which occasion the Virginia L. A. W. Division, held their third annual meet.

I arrived in Richmond Sunday noon. A delegation of "the boys," otherwise members of the "Old Dominion Wheelmen," of Richmond, met me, and their cosy club house, on Main and Second, was soon reached. A pleasant Sunday evening, in company with some forty others of the club and visitors, was put in, and retiring on Sunday night to my couch at the St. Clair I could quite understand how many Northerners love the men and women of the sunny South—the famous (?) Libby Prison, Jefferson Davis' Parliament Building, and many places of interest, not forgetting the charming Virginia State Exposition and the splendid vocalism of the "cullered" brethren, who can sing quite as well as they can make tobacco in marketable shape. Some of the sweetest music I ever heard was the songs from ten tobacco smokers here this week. I'll have to go into quarantine before leaving here, if the fumes of the "weed" are to be entirely got rid of, for fumigation is the only remedy in my case. The weather is beautiful here, rather too warm to-day. Receiving a wire to-day from a New York paper to "inter-view prominent Democrats on the outlook," I will close my preface to the results by saying the O. D. W. treated visitors right royally, and Messrs. A. H. Meyer, A. K. Schaap and others of the committee deserve thanks.

The meeting from an attendance point of view was barely successful, but the racing was good, considering the high wind and soft track through rains on the 27th and 28th. S. T. Clark, of Baltimore, made an acceptable referee; but for his connection with the trade I could heartily endorse Mr. Clark, as his decisions on one or two knotty points were eminently fair. The brothers O'Neil of the Norfolk Bicycle Club, and Downing of the Portsmouth, and Long and Lucy of the O. D. Wheelmen, are undoubtedly the best men of "Tobacco State." The track was a half-mile, of clay, and when in condition would be fast. The fastest time was the last half mile of the three-mile professional, in 1.20, Kingsland, that sterling Baltimore amateur, doing 1.25 in the half-mile open. This young man from Baltimore is a speedy one and will bear watching; with good care he would make a champion, and no mistake. This is the young man who rode away with the greatest race of the Buffalo meeting, defeating the largest field that started. Lucy, the Richmond boy, is made of rare metal, and will be heard from.

I penned the above in Richmond and place the results here in Atlanta, after one of the most miserable 26-hour journeys of my life, over the Piedmont Air Line. Two accidents happened. The second and last was near sending the passengers to a happier land. It was not enough for our piston rod to break and knock out the cylinder head, delaying us an hour, but fifty miles further on, near Kings Mountain, S. C., we ran swiftly into a freight train which was being side-tracked, pitching Crocker and self and some fifty others into each others' shoulders, shaking us up considerably, and knocking three freight cars into match wood. The long journey and an attack of malaria has fitted me for the hospital.

#### THE RACES.

Conditions, high wind and soft track, but good racing. Results:

One-half-mile novice—C. W. O'Neil, first; W. E. Buell, second. Time, 1.40 1-4. Also started, I. Hinds, C. H. Lucy and W. C. Mercer.

Two-mile, rear drivers—H. L. Kingsland, first; W. E. Crist, second; B. Wall, third. Time, 7.18 1-2.

One-mile L. A. W. Virginia Division championship—A. A. O'Neil, first. Time, 3.17.

One-mile professional—H. G. Crocker, first; W. J. Morgan, second; W. M. Boyst, third. Time, 3.40.

One-mile tandem tricycle handicap—W. E. Crist and H. L. Kingsland, scratch, first; F. R. Steel and A. A. O'Neil, 15 sec., second; P. Brown and M. K. Crenshaw, scratch, third. Time, 3.42.

One-half-mile, boys', handicap—C. E. McCluer, scratch, first; E. C. Valentine, 20 sec., second; S. J. Young, scratch, third. Time, 2.10.

One-mile championship Old Dominion Wheelmen—Only two starters. W. G. Long, first; W. H. Bodeker, second. Time, 4.12.

Half-mile, without hands—P. S. Brown, first; M. K. Crenshaw, second. Time, 1.50.

Half-mile consolation—Isaac Hinds, first; C. H. Lucy, second; M. K. Crenshaw, third. No time taken.

Rather a remarkable case, that of allowing Crenshaw to start in the consolation when he had won two seconds.

#### SECOND DAY.

Condition same as first day—track heavy and wind high.

One-mile handicap—P. S. Brown, scratch, first; A. A. O'Neil, 10 sec., second; Isaac Hinds, 20 sec., third. Time, 3.11.

Half-mile novice, Virginia Division L. A. W.—J. H. Downing, first; C. H. Lucy, second; F. K. Wonycott, third. Time, 1.30.

Half-mile ride and run—W. G. Long, first; W. E. Buell, second. Time, 2.08 1-4. Long made claim of a foul, and it was allowed.

Three-mile professional—H. G. Crocker, first; W. J. Morgan, second; W. M. Boyst, third. Time, 10.25.

Half-mile, steeplechase—W. G. Long, first; H. L. Kingsland, second. Time, 2.10.

Half-mile open—H. L. Kingsland, first; W. E. Crist, second; P. S. Brown, third. Time, 1.25 1-2.

One-mile team race, Virginia Division L. A. W.—Norfolk Club, I. B. White, A. A. and C. W. O'Neil; Portsmouth Wheel Club, F. K. Wonycott, J. H. Dickenson, J. H. Downing. Tie between these two clubs; time, 3.09, for A. A. O'Neil. Also started, C. H. Lucy, C. L. Bowman and A. K. Schaap, for the Old Dominion Club. The tie between Norfolk and Portsmouth was run off in a half-mile dash and was won by Norfolk. Time, 1.30, for A. A. O'Neil.

Referee—Samuel T. Clark, Baltimore.

Judges—H. Wilson, Richmond; E. V. Williams, Richmond; C. R. Eisenbrandt, Baltimore.

Timers—Daniel Lyons, Jr., and J. W. East, both of Richmond.

Starter—J. C. V. Smith, Washington. "SENATOR" MORGAN.

#### READING (PA.) CLUB TO "ARIEL."

*Editor Bicycling World:* In your issue of 26th Oct., 1888, on page 496, one of your correspondents, signing himself "Ariel," wilfully and libelously misrepresents the Reading Bi. Club.

Many false statements about us have been made by him in the past, which have been ignored by us, but the present instance is so malicious, and so entirely false that we feel it a duty to ourselves to show you the way in which your excellent journal is made use of by "Ariel," to vent his spite on a club the character of whose membership is far above his level. Five falsehoods are stated by him in the article mentioned, viz:

First—The Reading team would not consent to a neutral course.

Second—The Reading Bi. Club insisted on the Harrisburg Pike.

Third—The Wilmington men wanted the Lancaster Pike selected.

Fourth—The road is a poor one, being hilly and stony, and

Fifth—The hills are especially rough and stony, and a crank machine cannot be ridden down them at speed.

Now, Mr. Editor, in refutation of the first falsehood, we beg to hand you enclosed a copy of our letter of the 17th Oct., 1888, to Mr. J. H. Wells, containing stake money, and naming the Harrisburg Pike as the place for the race.

(Being the challenged parties we had the right to select the course, and did so knowing that our opponents were riders, who could hustle on any road.) Also letter to Merrihew, of Oct. 23, informing him of the arrangements made with Mr. Wells; also Mr. Merrihew's acceptance of selection of road, etc., dated Oct. 26. From these letters you will see that we were not asked to consent to a neutral course.

The challenge from the Wilmington Club read: "To be run on the Lancaster pike, or any other suitable road."

Several circumstances combined to influence us in favor of this road, viz:

a. Information from several Philadelphia cyclists that unless the matter were kept very secret we would be prohibited from racing on the Lancaster pike, and the difficulty in getting a twenty-mile straight away course on the Lancaster pike.

b. We are reasonably certain of not being molested on the Harrisburg Pike.

c. We can have the use of five telephones along the course, with four others at the finish, a very important consideration.

With regard to the second falsehood, the above mentioned letters will show that there was absolutely no insistence on our part, nor occasion for any.

In reply to the third falsehood, the Wilmington men may have wanted the Lancaster pike, but as Merrihew's letter will show, have not expressed any preference.

The fourth falsehood is particularly malicious, the Harrisburg



pike is under control of the Berks and Dauphin Turnpike Co., and is one of the best, if not *the* best in this State. Every bit of it is in good condition and a great deal of it is better than any part of the Lancaster pike. "Ariel" is well aware of this himself, he having been a Reading man and having often gone over it. There are of course hills on the course, as it is impossible to get twenty miles of road in this State without them.

In denial of falsehood number five we enclose statements made and signed by different crank riders who have made speed on this course and portions of it, which will prove to any fair minded man that the road must be good.

We also beg to refer to Mr. Hickok, of the Pope Mfg. Co., who made the run from Harrisburg to Reading, 58 miles, in 5 hours on a large machine.

We quote from the L. A. W. Pennsylvania Road Book (New Jersey and Maryland) points on route 25 as follows: "Via Sinking Springs (5 miles), hilly; Robesonia (11 miles), rolling; Womelsdorf (14 miles), all fair; remainder direct, via Myerstown (22 miles), level and good." We also refer to the Owen brothers, of Washington, D. C.

The Reading Bi. Club can point with pride to its past record, and we defy any one to prove that we have ever been guilty of any dishonorable action, in any race contested by us.

We sincerely hope that you will give the matter a full investigation and take such steps as will insure us from being subject to attacks deliberately calculated to injure us in the opinion of the cycling fraternity.

Since writing the above we are in receipt of the enclosed letter from Mr. Merrihew, dated Oct. 31st, which will speak volumes in refutation of "Ariel's" lies.

We also enclose a letter from "Ariel" to one of our club members, which we think will go far to prove our claim that he is not a fair-minded, disinterested correspondent.

You are at liberty to publish any and all of the enclosed letters if you see fit, with the exception of "Ariel's" letter to Mr. Schmidt.

For the Reading Bicycle Club:

W. I. WILHELM, Capt.

C. C. GRAEFF, Pres.

L. D. DOUGLAS, Sec.

[The letters referred to above we have in hand, from Messrs. H. B. Swartz, J. C. Schmidt and C. G. Wellson, all riders of cranks, who speak in high terms of the route selected.]

Under date 17th Oct., W. I. Wilhelm writes Mr. Wells, enclosing the \$25, and says: "I also name Nov. 3 as date for said race, and race to take place on Harrisburg pike, from Myerstown to Reading. This is a twenty-mile stretch, straight away, of good pike."

Under date Oct. 23, Mr. Wilhelm writes Mr. Merrihew, and uses practically the same language as to date and route of race as to Mr. Wells.

Under date Oct. 26, Mr. Merrihew answers Mr. Wilhelm, and says: "Mr. Wells has advised me of the date and course selected by you of the road race, and although we had supposed that a neutral course had been selected still we are satisfied with the one you have chosen." Mr. Merrihew then continues and asks that the Reading men make the necessary arrangements as to time keepers, checkers, etc.

Under date of Oct. 31, Mr. Merrihew further states in answer to letter from Mr. Wilhelm: "Much obliged for your remarks concerning the road from Myerstown. Our Mr. Dampman was over it last week, and speaks in high terms of its surface. 'Ariel' is evidently mistaken as to its present condition."

We present to our readers the above letters and facts.—Ed.]

## BICYCLING IN BELGIUM.—II.

BY CLERICUS.

FOR the first time in many dull days the sun shone clear at noon in this weltering, old Flemish town. The spell of bad weather seemed to be broken at last, and I made ready to avail myself of it. I had already arranged for a box of supplies at Brussels, so a little after three o'clock I mounted my wheel and set off on my projected tour. Just as I emerged from the archway under the ramparts that make Antwerp one of the strongest fortresses of the world, out of what I thought was a clear sky there burst a single thunder peal, like the explosion of a columbiad on the ramparts above me. I thought it was the latter for a moment, but the illusion passed, and I saw I had before me a battle with the elements.

I was not to be deterred, however, and I only sped on the faster to gain as much ground as possible. The first peal was soon followed by a second attended with premonitory drops, like the signal guns before the onset. The thunder continued like an intermittent battery of artillery, but the rain was insignificant for quite a season. It looked like a retreat on the part of the enemy, and so I pursued with unslacking speed. At last I overtook what seemed the main body, and the abundant small shot of the musketry of rain

proved more formidable than the harmless great guns from the cloudy ramparts overhead.

As the battle was on I had to prepare for it. I alighted at a peasant's cottage, and let him see me draw out my gossamer suit and encase myself in it. When his wonder had subsided sufficiently he stooped to help me button on my leggings. He earned an American ten-cent piece of which I wished to be rid, and he was studying it with stupid fascination when I mounted and rode off again in the rain.

Sheathed in my suit from head to foot I felt like a mediæval knight clothed and rivetted in his armor. Just then a huge towered windmill brandished its great arms in the distance in front of me, and I could not but smile at my own expense. To many a person my riding after this storm would seem no whit wiser than Don Quixote on his Rosinante charging on the phantom form of his windy challenger. Let every such person at least hope and pray with me that I may be spared the ignominious header that would complete my likeness to that worsted knight errant. A fall on Belgian blocks would make my knight errantry indeed "A Fool's Errand."

I still pressed on in what seemed to be pursuit of a flying enemy, but it was only a Parthian flight, and soon I was made to feel that I was both near the main body and all its reserves. I was battered by big drops which my suit turned aside harmlessly, but as discretion is the better part of valor I thought it best to seek shelter in friendly fortifications. Like Wellington at Waterloo, I would then need only to wait on the enemy on chosen ground. This I did several times, pressing on again at every lull. Did not McClellan lose his laurels as "the young Napoleon" because he failed to follow the enemy at once to the last ditch? The excessively cautious are the fatally slow. Forward!

Compensation again! I took shelter under the eaves of a cottage. Presently I was at the doorstep, then I was inside, then I drew my steed in so far as to shelter the saddle. The good Flemish family of mother and several children, one of them a young man and another a blue-eyed Gretchen, all seemed friendly. I bestowed a half franc on one of the little ones, and explained that I was "Englay." Then I tried to say "English, no! Americain! Americain!" and I poked myself with my thumb just over my heart. I may not have made it very clear, but then I lit it up with a luminous smile. The light may still have been a minus quantity, but there was no doubt about its sweetness. It kindled kindred smiles in them all, and where ignorance was bliss it were folly to be otherwise.

When in a moment of inspiration I found the word "vassar," Gretchen ran right out in the rain and brought in a brimming pitcher of water. I nearly drained it to show the extent of my gratitude for such kindness.

While here in this friendly shelter the allies of the rain came down, like the Prussians upon the French, in the shape of thunder and lightning and a shower of hail. The wonder of it! Hail on the first day of August! But being such a fire eater I gathered several of the hail shot as large as marbles and ate them. The urchins acted on the hint and gathered me a handful, and I churned them up and swallowed them with as much relish as if they had been so much ice water.

Just before I started there was a serious confabulation in the family. What it all meant I knew not, but presently the good housewife advanced to me with the coin I had given and put it again in my hand. Plain as English her look and action said, "Take money of an American stranger driven under the roof by the storm! Might mother and brood be all houseless first!" Then I tried to bestow it again, despite her expostulations, on the smallest of the group. Not a mother's child of them would accept it. They smiled, put their hands behind them and backed away. They were too many for me, and I surrendered at discretion, and could only get away by leaving all my heart in hostage. Love is the only full equivalent for kindness.

The stone-block road did me good service from here onward. The side paths, however, were made of tough clay and sod, which were but little softened by the rain. The clouds and all their armaments were gone beyond pursuit when I rode over the stone bridge into the old city of Malines, the ancient Mechlin, so famous for its lace. It was pleasant to be received here to the tune of "The Conquering Hero Comes." No one need question it; I made the music myself. I am an indifferently good whistler. Onward I rode through the stony streets, until I reached the Place St. Rombold, where I alighted just at the foot of the cathedral tower that I had seen from the spire at Antwerp. A sweeter music than mine presently greeted my ears, for the chimes in the old tower broke out in what seemed to me sweeter strains than I had yet heard from any belfry. It was a pleasant ending of the first stage of my wanderings in the Netherlands.

(To be Continued.)





LEAGUE HEADQUARTERS:  
12 Pearl Street, - - - Room 27.  
ABBOT BASSETT, Secretary.

WE have had a very large demand for Mr. Porter's article on "Macadam Roads," and in order that we may supply it we reproduce the article in this issue. We shall have printed slips struck off and will send them on application to any member who may wish to send the article to the local road committee or have it reproduced in the local paper.

### MACADAM ROADS.

#### HOW TO MAKE AND KEEP THEM.

Compiled by L. H. Porter, of the Orange Wanderers, (Reproduced from Bulletin of August 26, 1887.)

#### MCADAM'S SYSTEM.

McAdam's plan was to thoroughly drain the road bed; properly shape it, sloping it each way from the centre, so as to discharge water, and not crowning it by a greater thickness of stone in the middle.

On this bed is placed, on a dry day, a coating of three inches of clean broken stone. A roller is then used, or traffic allowed upon it, until well packed. If traffic is admitted, men must be on hand to rake in all ruts as soon as formed. The second coating of three inches is added at a wet time, as moisture helps the consolidation. This coating is treated as before, and a third coating is then added, and finally a fourth, if necessary.

The stone is to be clean, nothing being laid on for so-called "binding." Clean, broken stone will combine by its own angles into a solid surface.

A heavy roller will help the consolidation. One made of a hollow cylinder, with several chambers, which can be filled with sand, and so increase its weight as the road becomes packed, is most excellent.

A road just completed requires careful attention for some time, and all ruts and ridges must be removed as soon as formed, until the materials become thoroughly consolidated.

#### TELFORD'S SYSTEM.

Telford's plan differed somewhat from McAdam's, and was as follows:

He prepared a level bed, and set in it a layer of medium-sized stones. These rested on their broadest edges, and lay lengthwise across the road. They were to be seven inches high in the centre and to slope off to three inches at the sides. The interstices were to be firmly packed by a light hammer by hand with stone chips.

Four inches of small broken stone, like McAdam's were then to be put on, and be worked in by traffic, care being taken to keep men removing ruts, and to keep the surface smooth. Then, a final coating of two inches of the same stone was to be put on and treated in the same way. Care, however, was to be exercised not to make these last coatings as thick at the edges as in the

centre, so that the final convexity of the road would be six inches. The whole was to be covered with an inch and a half of clean gravel.

Neither one of these systems is literally followed in this country, but the principal features of Telford's are generally adopted.

#### KEEP, OR REPAIR OF THE ROAD.

A road which is kept in proper condition by means of constant little attentions seldom requires elaborate repairs; but this system is almost never followed. The almost universal method is to leave a road alone until the surface is covered with holes and ruts and then cover it for a long distance with several inches of stone, coated with earth.

To keep roads in repair requires a permanent corps of men, working under competent orders. One man can keep in repair from three to four miles of well made and well drained road. The roads once being in good shape, it is the duty of this corps to keep them so. To accomplish this, it is necessary:

I. To have in progress a daily removal of the dust, mud and other wear and accumulations from the surface. This can be best done by means of wooden hoes and birch brooms.

II. The application of new materials, which must be kept in depots, not far apart, so that they can be conveniently brought to any required spot in wheelbarrows. They will unite most readily when applied after a rain. This division of the subject will now be examined more in detail.

The proper system of repair is this:

I. Put down where wanted, and not elsewhere, hard stones broken as nearly as possible to an even size of one and a half inches in the largest dimensions.

II. Mix no earth or sand with them, but let them be worked in by pressure, so that they fit together by their own angles into a solid mass, like the pieces of a puzzle or mosaic.

McAdam always attached the greatest importance to the small size of stones which he used, and made his surveyors use a two-inch iron ring, with which to try the largest stones in a heap, to see that they would go through the ring in any direction, so that the largest stones in a heap would be less than two inches in their greatest dimensions. He also made the stone-breakers test the size of the stones by putting them into their mouths, any stone that would not go into a man's mouth, or would not go through the two-inch ring every way, was to be broken again. All the authorities agree with McAdam in recommending this small size of stone and McAdam himself, though he allowed the use of a two-inch ring to save the expense of breaking the stone smaller, yet says, "Every piece of stone put into a road, which exceeds an inch in any of its dimensions is mischievous." Telford agreed with McAdam as to the size of stones to be used for surface repair, however much he may have differed from him about the foundations of a new road.

The neglect of this principle is the main cause of the badness and costliness of most of the macadamized roads of the present day. Small stones, broken to the proper size, viz., one and a half inches in their largest dimensions, fit much tighter together, work in much quicker, make a much smoother road, and wear much better than the stones such as are usually put down.

It is easy to see that a large stone working in among smaller ones, will project and cause a roughness of the road and also that the interstices between stones of one and a half inch will be less than between those of

three or four inches. Stones of this large size, besides making a rough road and greatly increasing the labor of the horses, are very slow to work in and either involve the expense of a steam roller, or remain on a surface, to the great annoyance of all who use the road. Moreover, a cubic yard of stone broken to an inch and a half gauge will cover six or seven times as much surface of road as it would if only broken to four inches; and as three-quarters of an inch of consolidated road is admitted to be as much as a highway usually loses in thickness in a year, even under heavy traffic, it is evident that to put down a greater thickness of stone is a mere waste of material. All the authorities agree that the slight extra cost of breaking the stones to the proper size is repaid many times over by the amount of material saved, and by the superior smoothness and consequent reduction in the wear of the roads. Macadam roads are very frequently "repaired" by covering the surface with about an inch of screenings. This material is completely pulverized by the passing vehicles, and becomes, in a week or two, a fine powder, very disagreeable to ride over, easily removed by wind or rain, and of no value for repairs. The alleged object of "protecting the surface" is, of course, not secured.

McAdam's next point is that the stones are to unite by their own angles into a solid mass, and that no earth, screening, or other so-called "binding material" should be mixed with them. Cohesion is the first thing to be aimed at in a road. If the stones unite properly by their own angles the result will always be a smooth, economical road, with but little need of repair. The traffic will always provide more mud and dust than will be sufficient to cover the surface of the stones, and to fill up the very small interstices which will be left when they have been properly bound together. Yet there is no point on which greater wastefulness is exhibited in the repair of roads. Large sums are used in providing earth to throw over the newly-laid stones. The authorities seem to think that all this is necessary to "bind the stones together," ignoring the cardinal principle that the stones must unite by their own angles, and being unable to see that if earth is placed on a road it becomes muddy, or if screenings, then dusty; or to understand that the public does not desire to pay for either of these luxuries.

Stones are frequently laid down three or even four thick and over the whole surface of the roads for hundreds of yards at a time, to the extreme discomfort of all travellers. And this is done where the roads, though full probably of holes, puddles and ruts, have ample strength and thickness and only need to have the surface rendered smooth. All that is needed in such a case is simply to fill up the ruts and puddles with properly broken stone, and if this be enough, it will obviously save a great deal of cost in material and labor, to say nothing of the great convenience to the users of the road in having fewer stones to go over. If the middle of the road really requires to be raised, the puddles and ruts should still be filled up a week or two before the stone is spread over all the middle of road, otherwise the new stones will sink more quickly into the ruts and puddles than elsewhere, and the same holes will reappear just where they were before. Stones should never be laid down more than one deep, otherwise, they are much slower about working in, and great waste of material ensues from the grinding of one loose stone against another. Yet it is the rule rather than the exception to put down stones two or three deep. Three quarters of an inch of wear is



quite as much as usually takes place in a year, even on a much-frequented road; the wastefulness, therefore, of putting down two or three inches of stone is self-evident; the annoyance to travellers is also extreme.

The proper drainage of roads is also of the greatest importance for their maintenance in good condition, and a road cannot be properly drained unless it preserves a smooth and slightly convex surface. Water should never be allowed to stand in ruts and puddles, and a road should always be patched up as soon as the puddle appears. "The stone in time saves nine" in road repairing as much as the proverbial stitch but repairers usually wait till the state of things has become intolerable, and then spread four or five inches of stone over the whole road. Long wide patches of stones should never be put down; vehicles will avoid them, and will go on the path or by a longer road to do so; or, if they cannot be avoided, the ruts will very soon appear in the middle of the road, which will become concave instead of convex. A rake should be constantly used to fill up ruts and bring scattered stones back to their places. Patches should seldom be more than from two to four yards long. A patch of stones twenty or thirty yards long on a country road, where there is no steam roller to work it in, is an expensive mistake. Patches should not be square, but should vary according to the shape of the hollow they are intended to fill, i. e., usually round or oval, and should be so arranged that vehicles can go by with only one wheel on the stone.

Mud should always be removed entirely before putting down the stone; it is not wanted on roads, and it means extra labor to horses and increased wear of the road. Yet this is very generally lost sight of, and most repairers actually spread earth on the top of the stones.

The importance of using a good hard material which will wear well is very great. Flint, granite and the igneous rocks generally, and some few of the harder sandstone, will make an excellent road, if properly broken and spread; but oolites, limestones and the softer sandstones will never make a good road, for the simple reason that they are not hard enough, and that they wear quickly into ruts. Besides, they suffer far more from frost than harder stones. Granite will, if properly broken and spread, pay very well in spite of its extra first cost. But flint has no superior except for roads where the traffic is excessive.

To sum up the matter in a few words, the points to be insisted upon are these:

I. The stones broken must be small; i. e., one and a half inches in their largest dimensions.

II. Hard material, flint where obtainable, or granite should be employed.

III. No earth, screenings, sand, or so-called "binding material" must be used, but the stones must unite by their own angles into a solid mass.

IV. Economy of material must be promoted by filling up holes at once, and by never putting down stones more than one thick; also by spreading small patches of stones where wanted, instead of large ones whether wanted or not.

V. All mud must be removed.

VI. Attention must be paid to drainage, especially by filling up puddles at once, and keeping them so filled by the use of the rake.

The adoption of this, the only proper system of repair, will diminish the road rates and will conduce to the comfort of every one. In short, much less should be spent on materials, and rather more on skilled labor and superintendence. The majority of the present road

repairers and highway authorities must alter their system or they will assuredly have to give way to more competent men.

#### APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 164—Total 43—11,804

BOSTON, Nov. 9, 1888.

#### CALIFORNIA DIVISION—1—395.

San Francisco Bi. Club.

21049 Williams, E. F., Register Department P. O. San Francisco

#### COLORADO DIVISION—4—62.

Social Wheel Club.

21056 Banks, Austin, 806 16th st., Denver  
21057 Harris, M. E., Appel and Co., "  
21058 Kelly, A. W., 1436 Curtis st., "  
21059 Shaw, Herbert, 2462 California st., "

#### ILLINOIS DIVISION—4—740.

Illinois C. C.

21060 McKindley, D. P., M. Field & Co. (Retail) Chicago

21061 Tuttle, F. H., 155 So. Wood st., "  
Unattached.

21042 Gee, Wm. S., Hyde Park  
21043 Gee, Mrs. Wm. S., "

#### INDIANA DIVISION—1—194.

Pastime Bi. Club.

21044 McJimsey, Guy A., Vincennes

#### KANSAS DIVISION—1—153.

Unattached.

21052 Bond, Wm. T., Box 168, Miltonvale

#### MASSACHUSETTS DIVISION—1—1228.

Roxbury Bi. Club.

21053 Dolph, J., 39 E. Newton st., Boston

#### MISSOURI DIVISION—4—352.

St. Louis Cycle Club.

21051 Jones, H. H., 810 No. 17th st., St. Louis

United Wheelmen.

21062 Curtiss, Geo. W., 337 West 5th st., Kansas City

21063 Mosely, Fred C., 1419 W. 10th st., "

Unattached.

21068 Grath, Edward, 3325 Caroline st., St. Louis

#### NEW JERSEY DIVISION—8—740.

Paterson Wheelmen.

21026 Beggs, Wm. F., Park ave. and 24 st., Paterson

21027 Childs, W. F. Jr., 200 Tyler st., "

21028 Fairchild, A. C., 723 East 25th st., "

21029 Goodspeed, Benj. F., 100 Fair st., "

21030 Inglis, Mortimer, 199 Carroll st., "

21031 Morse, Edwin Chapin, 380 Ellison st., "

21032 Pulver, George B., 100 Fair st., "

Y. M. C. A. Cycling Club.

21045 Logan, Edwin W., Orange

#### NEW YORK DIVISION—13—2441.

Albany Wheelmen.

21033 Brown, J. E., 408 Elk st., Albany

21034 Phipps, Wm. B., 51 Howard st., "

Buffalo Ramblers.

21035 Bugg, Geo. 66 Herman st., Buffalo

21036 Butler, Wm. H., 1268 Michigan st., "

21037 Faul, A. C., 677 Ellicott st., "

21038 Keith, H. M., 77 W. Chippewa st., "

21039 Milley, W. B., 346 Masten st., "

21040 Ritter, H. J. Jr., 75 Huron st., "

21041 Stephan, Albert R., 468 Oak st., "

Manhattan Bi. Club.

21048 Shuttleworth, Edw., 138 East 87th st., New York

21047 Washburne, F. L., 975 8th ave., "

Riverside Wheelmen.

21067 Yule, Wm., 235 E. 110th st., "

Unattached.

21054 Kelly, A. F., Elmira

#### PENNSYLVANIA DIVISION—1—1470.

Juniata Wheelmen.

21055 Beaston, Richard, Tyrone

#### RHODE ISLAND DIVISION—3—258.

Pawtuxet Wheelmen.

21064 Harris, Guy S., 11 Mountain st., Providence

Unattached.

21065 Taipe, Jas. H., 17 Tenth st., "

21066 Wixon, Edgar V., 63 Cranston st., "

#### NEW MEXICO—1—8.

Capital City C. C.

21046 Widmeyer, W. L., Sante Fe

#### MISSISSIPPI—1—13

Unattached.

21050 Kirkland, Albert H. Jr., Jackson

### Application for Membership in the L. A. W.

188

**ABBOT BASSETT, Secretary-Editor.** (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find \$ for initiation fee and dues in the League of American Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed,.....

Club,..... P. O. Address,.....

References:..... City.....

State,.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

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The current League year has been extended to April 30, 1889, and all memberships will be continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose \$1.50 with the application, after that date, and until April 30, 1889, enclose \$1.25.



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# New York Mail and Express.

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[Mr. Halsted rides a Columbia.]

*Ben H. H. H.*





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BOSTON, 16 NOVEMBER, 1888.

Volume XVIII.  
Number 3.

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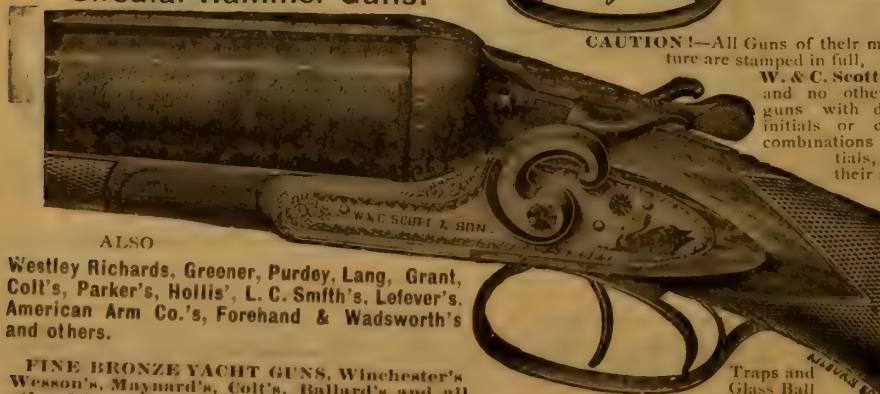
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## TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

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## EDITORS:

**C. W. FOURDRINIER.****J. S. DEAN.**

BOSTON, 16 NOVEMBER, 1888.

THAT Mr. Luscomb has raised particularly Cain in the L. A. W. ranks by the issuance of an official circular calling for the votes of members for Gov. Hill is an undoubted fact. To say the least of it the action of Mr. Luscomb was ill-advised. We have heard sundry excuses and reasons given, but we cannot ignore the fact that the introduction of politics into any non-political association by the method pursued by Mr. Luscomb is fraught with the greatest danger to said organization. We fully appreciate the feeling of gratitude that all riders should have for Gov. Hill, and as individual cyclists we have a perfect right to urge upon our brother riders the claims that Gov. Hill has upon our suffrages. The official action of Chairman Luscomb was unfortunate, but we trust it will have no ill effects.

[T can be now said that the season of 1888, from a cyclist's standpoint, is at an end. From the manufacturers and importers we have the most cheering news. The year of 1887 was a splendid season for the dealers and the past season of 1888 is reported as being fully equal if not in excess of the previous year.

In the matter of machines the safety has steadily advanced in popularity and general use. In fact it can be said that the demand has been in excess of the supply in some localities. The WORLD has always held that the rear driver had come to stay, but we are not of the radical wing, which asserts that the ordinary is doomed. Both machines will be in demand, and with this view of the matter manufacturers and importers will do well to stock up accordingly. The introduction of the safety has had a depressing effect on the sale of tricycles, for in the later forms of the dwarf, ladies can ride, after having once mastered the narrow gauge they have no further use for the three-wheeler.

To the increasing family of manufacturers in this country we have to welcome only one addition during the year 1888, and that is the Warwick Cycle Co., of Springfield, Mass. Several other com-

panies are forming but as yet they are embryotic and cannot be classed among our "active" makers.

From the rider's point of view as a whole the season has been a good one.

Racing managers and clubs are not as happy as they might be, and in every case except the Hartford tournament we are told that financial loss was entailed. The cause of this is patent on the face of it, and many times before have we called attention to the fact that people will not flock to see processions and loafing matches.

We will not dwell on the remedies; we have hopes for the future, as the present racing board is full of life and energy, and will, if such a thing is humanly possible, devise some means to give the long-suffering public "sport as is sport."

England has been quite prolific in the way of new records, both on the path and on the road. America in this respect has been comparatively barren of new results.

We shall be satisfied if the year of 1889 pans out as well generally as the present year has so far done. We shall not complain, however, if the coming shows an improvement on the past.

**THE CAMBRIDGEPORT BI. CLUB HOUSE WARMING.**

ONE of the most active cycling clubs in Massachusetts is the Cambridgeport Club. The members are all cyclists in the full sense of the word. The organization is an off-shoot of the Christian Association, and was formed in the summer of 1886. Last Tuesday night the club formally moved into and opened its new quarters, No. 555 Main street, Cambridgeport, and they made this the occasion of a celebration to which prominent cyclists of this vicinity were invited. The quarters now occupied by the club consist of a recreation room, a parlor, billiard room and lavatory. There is no regular wheel room. The rooms are tastefully furnished, and the club is to be congratulated on having such a pleasant home.

The exercises of the evening consisted of music and recitations. Captain Roop acted the master of ceremonies acceptably, and he was ably supported in his endeavors to entertain the members and guests by Messrs. Cutting, Fay, Hackett, Rodic and others.

The Cambridgeport Club has about fifty names on the membership rolls. The present officers are: President, J. S. Sanborn; Captain, W. T. Roop; First Lieutenant, F. E. Carmen; Second Lieutenant, C. E. Leach; Treasurer, G. D. Mason; Secretary, E. P. Craig; Standard Bearer, J. E. Holmes; Bugler, J. R. Jacobs.

**FROM WORCESTER, MASS.**

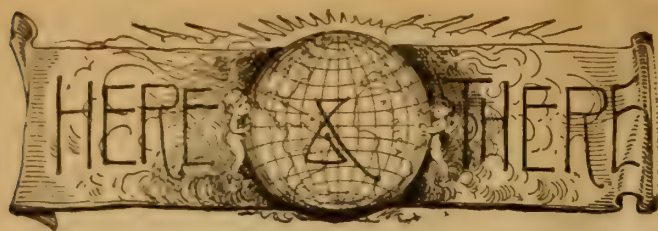
THINGS bicycular in this "Heart of the Commonwealth" are by no means dead, though we seldom make ourselves heard in the papers. Cycling has changed its character considerably within a very few years in this place, and I presume has done so in many other cities. A few years ago none but the well-to-do thought they could afford a wheel, now there are so many cheap, second-hand machines to be had that a man is poor indeed who cannot afford one; consequently, or coincidentally, there are quite a number of riders to be seen about, whose education in gentlemanly conduct has been slightly neglected. This is to be expected, and must be met in some way. [Can it be that some of our Reservoir rowdies have gone to Worcester?—ED.] Thus far we have been permitted to have our own way pretty thoroughly, the authorities putting little or no restriction upon us. This may not always last.

The ladies of this burg have not taken to wheeling with a grand rush, in fact our town is inclined to be a little conservative in the matter, but gradually the truth seems dawning upon them that there is health as well as fun in it. So cautiously, oh so carefully, a few of our school teachers have this past season hired a friendly boy to ride the tricycle over to Park avenue, our favorite pleasure drive. There the aforesaid schoolma'am would take charge of the machine, and so hidden from the cold, unfeeling gaze of Mother Grundy, and while the slowly sinking sun shed its golden glories with a rich effulgence through the autumn foliage, and the song of the robin and wren mingled with that of the cricket, these dainty dames would disport themselves, and drink in the joys of a ride a-wheel. And so the heaven is working.

L. A. W. 2178.

EX-CAPTAIN ELMER G. WHITNEY is at present in New Orleans. He is expected home shortly, and it is said the city of Boston will be his permanent home. As Whitney says, New Mexico is an excellent country—for those that like it.





NOTES BY  
THE "CAVILER."

HAVE just returned to Boston; I went home to vote. You could easily tell which side I voted on if you only saw my face. But to the point; as my home is in —, N. Y., I naturally made it convenient to stop over in New York and attend the Berkeley Club races. I arrived in New York at 10 A. M. Tuesday, and, by agreement, met a friend, also a wheelman. We lunched at a down-town restaurant, and as we sat quietly at the table awaiting the provender, a very much excited individual accosted my friend and at once launched into the bitterest tirade against the political circular issued by Chairman Luscomb, asking for wheelmen's votes in support of Gov. Hill. During the day we met many League members of both parties, and while the supporters of Miller were rampagous the supporters of Hill chuckled, but the most of them admitted that Luscomb's official appeal was rather bad taste. The Executive Committee, however, have the matter under discussion, and the decision arrived at will be waited for by New Yorkers with bated breath.

I WENT up to the Oval to see the races, and my friend C— acted as cicerone. I am not acquainted with New York wheelmen, or cycling celebs. of Gotham, and so naturally I wanted to have some of them pointed out to me. "There, do you see that aristocratic looking blonde over there?" said C—, and when my optics rested on the object pointed out I was told that was George Bidwell, the Chief Consul of New York. There are few cyclists in the country who have not seen Mr. Bidwell, but poor I, had never seen the gentleman before. I was honored with an introduction. The gentleman was suavity itself, and is apparently the embodiment of composure and good breeding.

I HAD never seen Prial, and as I had recently read his spicy compliments to ex-Referee Merrill, of Springfield, whose peppery letter to Prial had in turn called for the New Yorkers red hot reply, I of course was anxious to see ye editor of the *Wheel*. A slight, wiry, nervous, dark-haired gentleman, wearing "specs," was pointed out as Prial. His every gesture showed alertness and push. If I had never read his writings I should have put him down as a man of impulse. He has "wide awake" written all over him. I was anxious to meet the gentleman, but opportunity did not offer, and so I am the loser, and Prial will never appreciate the narrow escape he had from meeting face to face one of the WORLD'S most honored contributors.

REALLY I am writing myself down as an absolute nonentity in averring that Bidwell and Prial were never seen by your contributor until election day, but what will your readers think when I write myself down further as being a man unfit to write for a cycling paper, when I say that on the Oval I saw young Windle for the first time. I do not claim to be a judge of an athlete, but what little I do know of anatomy is sufficient to convince me that Windle's successes are not "accidents," or, as your sporting men would say, "flukes." I will not tire you with telling you about all the celebrities I saw for the first time and how I longed to be on familiar terms with them. At the present stage of my connection with the cycling press the cycling celeb. is a "Little Tin God." I wonder if "familiarity will breed despise." I almost dread to put this query to the test. The desire to hob-nob with all the cycling lights at present consumes me, however.

THE little P. S. in your last note to "find out on what ground certain members of the Chelsea, Mass., Club objected to the Dorchester Club taking the E. R. C. Cup on default of the Cambridgeport Club to appear at the appointed time," rather staggered me, but like a faithful servant I obeyed orders, and found out—nothing! That is, I found out that a few of the members of the Chelsea Club very unwisely took exception to the Dorchester Club taking the cup on a walk-over. Why should they object? I give it up. The Cambridgeport Club notified the referee that they could not race the tie off, and so that ended it, and the Dorchester team rode over the course and took the cup, and very properly too. I further found out that the sentiment of the club was not in accord with that of the aforesaid few members.

NEW YORK.

"HAWKSHAW."

ANOTHER proof of the truth of my statement made, not long ago, in this column, that New York wheelmen are, as a rule, opposed to road racing, is shown in the recent action of the New York Bicycle Club at their semi-annual meeting on Monday, at which the delegates of that club to the Alphabetical Association were instructed to vote for the disbandment of the Association, as the New York Club disapproved of road racing. Should the delegates not be able to accomplish the disbandment as above, they were instructed to resign their membership in the Alphabetical, giving as the reason therefor the disapproval of the New York Club of road racing. This is a move in the right direction I have long wished to see, and at last puts this prominent club on record in the right position regarding a practice that they have too long sanctioned nominally by allowing the club to remain a member of an association that the unanimous vote of withdrawal shows they were not in accord with.

DID you ever notice in club affairs that as soon as some energetic member gets lifted from the ranks to the elevation of some petty office, how, as a rule, he at once imagines he is a Grand Mogul, a Maharajah, a Tycoon and an Ahkood of Swat, rolled into one, to be revered by all and amenable to none? If you didn't, it's evident you never belonged to a bicycle club, or that it was not a New York City one if you did.

DO you know where the wheel appears as a prominent feature in the construction of a god? Of course you don't! Neither did I, until I came across an account recently of a collection of Northern antiquities in the museum at Berlin, among which are the idols from which sprung the names of the days of the week. From the idol of the sun comes Sunday. This idol is represented with his face like the sun, holding a burning wheel, with both hands on his breast. The "new member" says that he has looked this subject up, and finds in the above fact the explanation of the heretofore undiscoverable reason of a wheelman's desire to always run up his mileage to such an extent on Sunday, and that the idol was the product of a pre-historic cyler, who has therein shown the way that the ancient sun took his header, etiquette then demanding that in doing so he should save his wheel by retaining it against his chest protector. I have been trying to see the "Old Vet," Pitman, concerning this, as you know he is personally acquainted with every cyler since Adam, but since the election the whereabouts of Pitman have been a mystery.

OFTEN in my feeble attempts at proselytism in favor of women adopting cycling as a pastime or as an exercise, I am met with the argument that to do so is both unfeminine and unfashionable. How idiotic these statements are, any thinking person well knows. As to the first, any impartial observer will admit that cycling is more modest and more graceful than horseback. Did cycling entail upon its fair devotees one half the display of form and figure that modern horseback riding by women does, I would blush to encourage its adoption by any woman. As to the second count, "it is not being fashionable;" perhaps it is not, nor is horseback riding. Riding schools have taken the place of roller skating, the ring naturally succeeds the rink, in fact the latter has been altered into the former in most cases. Women claim to ride to reduce weight, improve their figure, or a thousand other feminine evasions of the fact that they do so in most cases because they now meet the same lot of young women and sappy young men at the riding schools that they formerly did at the rinks. They will ride any sort of a horse, or spend a hundred dollars for a riding habit, without turning a hair, but adopt cycling, never! All because their feeble brain causes them to think riding to be an aristocratic and swell sort of entertainment, while cycling is not. Sometimes riding is fashionable, but not always, especially, not always.

THE games of the Berkeley Athletic Club brought forth an unusually fine crop of seekers after cheap notoriety, in the shape of individuals who accept positions at race meets and then fail to assume any of the labors attached to same, being satiated to let others do the work, so long as their names appear upon the programme in some official capacity. One of the most flagrant examples of this unworthy course of action, was in the case of the scorer, a well-known wheelman accepting the position and then, instead of appearing to do the work, he grandly reviewed the races from a seat in the grand-stand, allowing all of the labor to fall upon his club mate, Mr. Shaw, which gentleman, by the by, deserves the thanks of every one for the able way he performed his onerous task. It is time that race meet managers make a black list of these incompetent and untrustworthy acceptors of official positions when once they have acted as above, so that afterward they can be entirely ignored. The success or failure of a race meet depends more upon the track officials than upon the racers themselves, as even a poor entry list,



if well managed by competent officials, will present a good day's sport, whereas the finest field of flyers results in failure when the track officials are incompetent, or shirk their share of the labor necessary for a success. I am a believer that to those alone, who are competent and willing to act as officials, should the barren honor of their names appearing upon the programme be given. A man who accepts a position which he does not fill neither honors himself nor is deserving of honor from others. Strong words perhaps, but just ones at that.

## ST. LOUIS.

## "LINNEUS."

THE Clarksville trip, which was taken last Sunday by a number of wheelmen, will long linger in the minds of the participants as being one of the most enjoyable affairs that they have had in a long time. The party left Saturday night and arrived at Clarksville at 11.20 P. M. They repaired to the Carroll House, where accommodations had been secured by telegraph. Sunday morning was spent in running over the fine gravel roads of Pike County, a party going to Eolia and another circling around the Belt road. The trip to Eolia was much enjoyed, particularly the one-mile coast on the return. Dinner was had at 12.30; the afternoon was spent in making the usual trip around the Belt, and taking in the numerous fine coasts on the road leading into town from the South. Hal. Greenwood climbed Crank Hill, grade one foot in eight in some places, twice in succession on his Star, and Dick Hurck performed the same feat once on a Springfield Roadster. Pomarade had the misfortune to take a free bath in trying to coast through a creek, coming from Paynesville. Apples, milk and cider were had in profusion at each stopping place, and were given with the usual Pike County liberality.

THE Cycle Club races at Forest Park take place on Thanksgiving Day, Nov. 29.

W. H. BARRON has had his crayon drawing, "After Regnault," which was exhibited at the Exposition, hung in the Missouri's reception room, where it adorns the West wall and is pointed out as the *piece de resistance* of the club house.

BOB GERWING, the Denver crack, was in town a week ago, the guest of the Cycle Club. He is a whole-souled, generous wheelman and a rider from away back. Your correspondent is indebted to him for an account of the Denver riding district.

H. C. CAKE, of Clarksville, deserves and should receive the thanks of all St. Louis wheelmen for the manner in which he took care of them while at that place Sunday. He was with the visitors from morn till night, and even went to the extreme of seeing them off on the 2.30 A. M. train.

THE wheelmen from Quincy to the number of ten came down to Clarksville Sunday and took in the runs with the St. Louis delegates. A number of them were mounted on safeties. The intended trip to Louisiana was abandoned on account of the swollen condition of Buffalo creek.

"MENTOR" stated in one of his letters that Nelson C. Haynes, of Kansas City, could beat any of St. Louis' riders, barring Stone. Harry Gordon and Jno. Hodgen authorize me to state that they are willing to race him any distance from one to fifty miles, for a \$25 medal. So there, now!

ED. SELLS, the "Kamera Krank" of the Missouris, has a number of views taken by the Kodak camera. The pictures are small but very fine, and are easily developed. He states that this little instrument is just the thing for cyclers, and will largely increase the amateur photographers among them.

THROUGH the efforts of President Brewster full election returns were received at the Missouri's club house on Tuesday, by special wire, and after being transcribed were shown on a screen in front of the club house by a stereopticon, which was in charge of Messrs. Christianson and Louderman. Between the returns views of cycling adventures, taken at various places, were shown, and were loudly praised.

I AGREE perfectly with "Ariel" in his statement that a 50 or a 100 mile record has to be made in continuous riding, total elapsed time to count and not the actual riding time. This leaves C. C. Hildebrand's record of 100 miles in twelve hours still the local record for the distance. This was made at night, and all subsequent attempts have been made in full daylight, but the elapsed time was greater in every instance.

PRESIDENT LUCAS, of the Cycle Club, while coasting the long grade into Rockford on the Clarksville Belt road, forgot that he had to make a short turn at the toll gate and came down the hill brakes

off. But for the warning of a number of cyclists he would have been treated to a free bath in the creek at the bottom of the hill. H. G. Wolzendorf thought "the road was as level as a floor," and was in the same fix.

GEO. E. TIVY and Frank Mehlig, who claims to have ridden 100 miles in 9h. 3m. last Sunday, will ride a 100-mile road race Sunday, starting from the Missouri Club's house to the 25-mile house and return, for a \$25 medal. The race is the outcome of a discussion relative to Mehlig's claim of having done the distance in the time mentioned above. The race will be for blood, as both contestants are determined to win.

SUNDAY, Oct. 28, the Missouris had a very enjoyable run to Kirkwood, via Stringtown, Sappington, Tesson Ferry, Gravois and Denny roads. The roads were all in fine condition, particularly the Tesson Ferry, which resembled asphaltum more than a gravel road. Dinner had been ordered in advance at Kirkwood, but to the dismay of the Missouri lads the Cycle Club was noticed leaving the restaurant just before they got there. An investigation followed, and it was shown that the landlord had mistaken the Cycle boys for Missouris, and given them the latter's dinner. This also accounts for the Cycle's surprise on being told dinner was waiting for them.

PERCY STONE states, in reply to the "Stroller," that he is willing to race Lumsden any distance up to 100 miles, on track or road, for a \$100 medal. He states further that he never made the remark to the Quincy lady in regard to not having to train for the Quincy races, which the "Stroller" claims he did. Stone won two out of four races with Lumsden when he was entirely out of trim, and claims he can beat him again, and St. Louis money will back him in the assertion. Still, he does not under-estimate Lumsden, and says that he is one of the best third class men he ever met. By the way, "Stroller," what has become of that promised Chicago-St. Louis road race that Bob. Garden wrote to Brewster was to be arranged upon his return from the Buffalo meet?

## KANSAS CITY.

## "MENTOR."

THE United Wheelmen will be housed Dec. 1, in a handsome three story, brick house, located on Broadway, the best West Side street in the city. The building is an imposing one, and the move will prove conclusively the strong hold wheeling has on Kansas City. The building is of an antique design, something on the order of a medieval baronial castle, with its turreted roof and general appearance. The first floor will have the parlor, reading room, billiard room and lavatory, while the pool table room will be on the next floor. The remainder of the club will be furnished and rented exclusively to club members. The rooms will all be elegantly furnished and new billiard and pool tables will be put in. The club will be more of a social organization, and application for membership will be closely scrutinized. A number of entertainments will be given this winter, chief of which will be a grand full dress ball. Besides, a number of social affairs will be given. A committee on revision of constitution and by-laws has been appointed, and it will report Tuesday, Nov. 6. The club will incorporate under the laws of the State. The dues and initiation fee will be raised commensurate with its increased comforts. The club is in very prosperous condition, and it is destined to prove a very strong organization. It is stated that the United Wheelmen will have a club house built to their requirements and plans a year hence. Among the members of the United Wheelmen is one whose wealth is rated at least \$500,000.

A NUMBER of ladies' bicycles will be seen on our streets next season. The asphalt paved streets are well adapted for riding.

HARRY G. STUART, for four years closely identified with wheeling and bicycle clubs here, leaves about Dec. 15 for Los Angeles, Cal., where he will take a position on a morning newspaper there. He has for years furnished the morning papers here with gossip cycle notes.

C. H. LEIG, a well-known professional trick rider, formerly of this city, in the employ of C. B. Ellis, but now of Omaha, Neb., was in this city a short time since, and had a week's engagement at a local variety theatre. Quite a delegation of cyclers attended one evening and gave him a rousing send-off.

SOME of our riders have got on to a new mount, which is the most graceful of all. It consists of running alongside of wheel and jumping on the pedal and rising with it into the seat. It is very similar to the pedal mount, only instead of putting foot on pedal you jump from ground to pedal, and rise gracefully into the saddle. It is easily accomplished, with no danger of fall.



## PORKOPOLIS NOTES.

## "STAR."

The following item has been going the rounds of the press: "A new idea in tricycling has been invented by an Englishman, who has been travelling with his wife through France on a machine fitted with a bamboo mast, on which a sail can be hoisted. The wind has sometimes kept him moving, even on up-grades, without using the pedals." This might be practicable in France, but here, where the winds are almost always head winds, it would certainly prove a dismal failure.

LEVI and the Centrals don't speak as they pass by.

WONDER why Marqua is so anxious for Helen to get the ax.

IT is whispered that Greenwood and Milholland are to fight a duel.

THE streets of Newport, Ky., like the life of a hod-carrier, are full of ups and downs.

A. A. BENNETT has been elected President of the "Veloce" Club. Now look out for some lively road riding.

IT is reported that Meyers said something on colliding with Wendt. Wonder what it could have been.

ON the way to Alexandria "Toot" High cut loose that infernal chorus of his, to the great consternation of the natives, who thought a gyranicus or some other horrible monster had escaped from the "Zoo."

THE Secretary of the Cincinnati Bicycle Club is in search of information concerning laws regulating the width of tires on the wheels of vehicles used on the public highways, and will consider it an especial favor if Consuls in localities where such laws are in force will correspond with and give him the needed information. Address, Dr. Wm. D. Kempton, 550 Freeman avenue.

THE reason for E. R. Webster's persistent refusal to attend a club run is at last apparent. He is the possessor of one of those cameras with which 100 pictures can be taken without its being re-loaded, and has taken over 1700 views this season. He has become so addicted to its use that he carries it with him wherever he goes, and as he has a mortal dread of being gayed, he always goes out by himself.

THE consolidation of the Dearborn and Chicago Bicycle Clubs recalls a similar effort made in this city, in the early spring of last year, by several broad-minded and enthusiastic wheelmen, who thought one large organization would exert a much greater influence on the authorities and the public, and consequently advance the interests of cycling to a greater degree than the divided efforts of several smaller clubs. This scheme, however, did not meet with favor; but even if it had, the ages, tastes, habits, dispositions and capabilities of our wheelmen differ so widely that the organization would in all probability have had about as much cohesion as a rope of sand.

THE Alexandria run of the C. B. C. on Nov. 4 abounded in mishaps. While climbing Metcalf's hill Dr. Kempton broke one of the levers of his "Star" and was obliged to return. Captain Galway mashed one of his fingers while monkeying with Longley's "Swallow." Norton lost one of the valves of his air-brake. Nelson, on discovering that there were thirteen at the table, left the room and refused to eat. While coasting a long hill, on their return, the tire of the rear wheel of Nelson's goat came out, and becoming entangled in the gearing had to be cut out, obliging him to leave his wheel to be brought in on the bus and to take passage in a private conveyance that fortunately happened to be coming to the city. Two of the Newport Club, Meyers and Wendt, in attempting to pass the Cincinnati boys collided with each other, and came to grief directly in front of Captain Galway, who, to avoid running over them, made a sudden backward spring, but, the little wheel flying up, the step came so violently in contact with his reinforcement that he had to be hung over a fence while the damage was repaired with pins and adhesive tire tape.

## NEW ORLEANS.

## "NOKOMIS."

THE last monthly meeting of the Louisiana Cycling Club was held at the residence of its Vice President, Mr. C. M. Fairchild. When the roll was called fourteen members were found to be present. After the usual routine of business two applications for membership were read, and voted favorably upon, and three members were "fired." A bountiful supply of lemonade and cake was passed around by Mrs. Fairchild, and Miss Fairchild enlivened the evening (and the boys, by singing several songs, which of course was highly appreciated, and the meeting was voted

as the most enjoyable ever held by the club. It is said the way the cake and lemonade disappeared in the locality where "Polly" was, was a sight. His storage capacity is immense. Watermelons and sugar cane fared the same way.

HATHORN, the club's champion, went to the State Fair at Baton Rouge again and captured everything. The Louisiana Cycling Club is the only club which has sent members out of New Orleans and taken prizes in a strange city.

CAPTAIN A. M. HILL has returned home after an extended trip North and East, and says Buffalo is the greatest cycling city in the country.

THE first race for the Batson medal will probably take place in the early part of December, and as the races are to be all road races and none less than five miles in the length, the winner will have to do some hard work.

THE wheelmen on the various committees of the lantern parade are working hard, and there is every indication that we will have it. Those wheelmen of the North who have snow and ice in February and March, who are thinking about a trip to this city to see the Mardi-Gras festivities, would do well to bring their wheels with them, for they will be sure to want them, and then they can take parade, which would be highly appreciated by the local cyclists. One of the mystic organizations has kindly offered the wheelmen the use of its costumes, or such ones as will be of any service to them, to represent the characters they wish, which will probably be the characters in Mother Goose's Melodies, and as for novelty, this will undoubtedly take the palm. Imagine Mother Goose on a bicycle, surrounded by Chinese lanterns.

## TERRE HAUTE.

## "WABASH."

WHEELING has been very quiet for the past few weeks. The hill-climbing craze has taken a hold here. *Vide* the fact that J. F. Probst, on a Star, climbed Probst Hill four times, and A. Hulman, on an ordinary, mounted it five times. A few days later Probst went out to the hill and broke the record by riding it ten times. Probst Hill is about 800 feet long, and has a rise of about one foot in three. It is not a very tough hill, but there are some of the boys who have not been able to surmount it.

SILAS LYNN, who had his arm broken from a bad header on Oct. 7, is rapidly improving, and will be on his wheel in the spring with the crowd. He is one of the fellows that is not easily bluffed.

A NICE little rumpus has been kicked up among the ranks of the T. H. B. Club. At the beginning of the campaign some one spoke of organizing a political club on wheels, but it was thought that it might cause ill feeling, so it was agreed that neither side would turn out and the agreement was kept up to last Tuesday, when the the Republicans had a big turn out. Certain of the T. H. Club men announced in the Republican organ of this city that they would turn out as the T. H. B. C. It was spoken of in the club room the night before the parade that they would turn out as the Terre Haute Club. The Democratic members present were righteously indignant, and threatened to resign if the Republican members carried out their programme. The Republican organ came out the next morning and advised the Republican wheelmen to pay no attention to it, saying it was only another case of "Democratic bluff." About fifteen turned out, and the consequence is that some of the members are going to resign.

A GREAT many members agree that the club should not take part in political demonstrations as a club. In all probability the outcome of the whole affair will be the organization of another club. If this should be the case it will benefit wheeling in this locality, as it will cause rivalry, and consequently more interest.

By the way, what has become of the Referee's six-day race? Did it come off? We have heard nothing of it. [No, it will not "come off;" it was "declared off."—ED.]

MASON'S ride was a creditable one, but do not think it can be taken as record, for it was made on a course less than fifty miles long. Nevertheless it is a ride to be proud of. [Twenty miles is the standard adopted by this paper.—ED.]

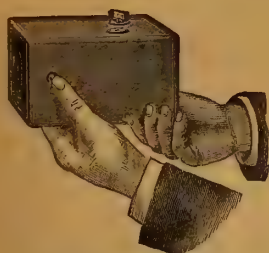
## SYRACUSE.

## "SALINA."

AT the last club meeting held recently, an appropriation of one hundred dollars (\$100) dollars was made, with which to furnish our new rooms. Our club is on the boom, and with a few more active members and the forthcoming piasters, we will most certainly make a creditable showing for so young an organization.



## A CAMERA FOR WHEELMEN--THE KODAK.



THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and pressing a button.

One Hundred instantaneous views may be made without reloading, and a knowledge of photography is unnecessary. The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The "Kodak" is an article which every wheelman should possess, and secure by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

Send for Descriptive Circulars.

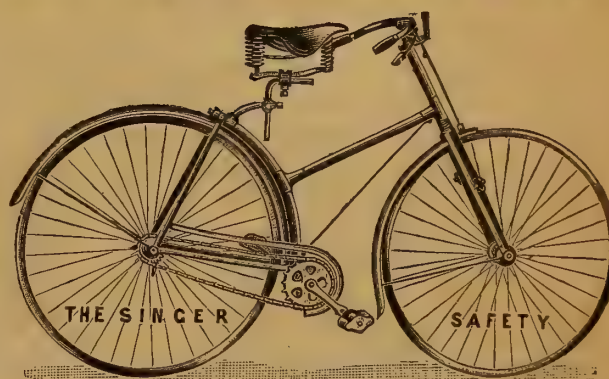
**THE EASTMAN DRY PLATE AND FILM CO.,**  
ROCHESTER, N. Y.

Price, \$25.00.



## SINGER CYCLES

We had the pleasure of trying one of the Singer Safeties the other day, and we can bear witness to the excellence of its running qualities. We soon mastered the steering so that we could run it without hands. Although the machine was geared up to 57, we found no difficulty at all in driving it up good stiff hills.—From *Bicycling World and L. A. W. Bulletin*, Oct. 26, 1888.



For details of these Machines see our regular catalogue, which will be mailed free to any address on application. Reliable Agents Wanted.

**W. B. EVERETT & CO., 6 and 8 Berkeley Street, . . . BOSTON.**

ON election night the club rooms were full—only the rooms. One of our members, of journalistic fame, took fiendish delight in coming in at stated intervals and making reports very dampening to our ardor, and also very disastrous to the game of pool then being played. However, he paid for his fun later.

Now there lived in those days a certain youth, and he was called "Bill" Nye, and he said, "come unto me all ye that are heavy laden with cash, and bet therewith on election." Then did the people exclaim, "What indeed is the matter with Bill?" "Verily, he is all right!" "Who is all right? Bill Nye." And the people spat on their hands and made a joyful noise on the fish horn and on the swing bridge. Then Bill did arise and say, "Behold, I will lift my voice 'steen times, if my man is elected. And you, my people, must celebrate with a hump. Bring forth the dish pan, the potato masher, and other musical instruments, and let us eat, drink and be merry." And it came to pass that before many moons Bill was defeated. Then he and his young men and maidens did betake themselves into a far off place, where they did not celebrate for many days. And those men who held the "other end" of Bill's bets rejoiced among themselves and said, "Come back, thou chump, and set 'em up!" And he came and sat, and they did whoop her up for many days, and did hoot and howl till Bill was sick unto death.

CHICAGO.

THE "STROLLER."

will be maintained, and the dues are the ridiculously low sum of \$1.50 per month. Among other things the circular says: "You will find the average social and mental rank of the C. C. C. fully equal to any of our large purely social clubs. You will find that you are in the company of men fully as able and intelligent and of

THE Directors of the Fort Dearborn and Chicago Bicycle Clubs have sent out a stirring circular to the present members and ex-members, setting forth the advantages offered by the new combination. Both club houses

as high standing as you are. Let none think himself above the associations of the new club. A little attention to club matters or the contrary will either make or unmake its future."

ONCE more I would ask, where is that report of our Constitution Committee, Mr. Chief Consul?

VAN SICKLEN and Roe are already advertising in the *Referee*. See "Alabama's" notes last week.

THE Illinois Club raffle, for the chair given them by their President, Mr. Sloan, netted them about two hundred dollars I am told.

GARDEN is practicing daily at pool playing, and says his highest ambition is to be able to beat "Verax," his bosom friend, at the above game. Success to you, Garden.

I UNDERSTAND that a full dress ball is to be given by the C. C. C. on or about Dec. 15th, to celebrate the consolidation in an appropriate manner. Particulars are not given as yet.

WEATHER permitting the three Cs Club will have a "follow my leader" run Thanksgiving Day, with Mr. W. C. Thorne as leader. What a run he will give them. Excuse me from trying to catch William on a rough road.

OUR Indian summer fled with the election of Harrison and Morton, and wheels are being put away for the winter day by day, and only the most courageous of our wheelmen are to be seen now spinning along on the wheel.

THE Chicago wheelmen worked hard for their fellow wheelman on election day, Mr. Carlson, who, although defeated, ran way ahead of the rest of his ticket. Mr. Carlson was a candidate for County Surveyor on the Democratic ticket, and was only defeated by a small plurality.

THE ladies will have charge of affairs Thursday evening, the 22d inst. (Ladies' Night), at the Chicago Cycling Club's Lake avenue club house, and they promise to surprise the members on that



# ONE MORE.

EDW. J. DOUHET, M. D., Dentist,  
106 Euclid Ave., Rooms 55, 56, 57.

CLEVELAND, O., Oct. 20th, 1888.

Coventry Machinists' Co., 239 Columbus Ave., Boston:

Dear Sirs—In reply to yours of Oct. 16th, inquiring as to the safe arrival and appreciation of the SWIFT No. 1 you sent me Sept. 20th, will say am sorry to have delayed so long, but waited until I could give the machine a fair trial, as I have done in the last month. When the machine came here it was criticised and an attempt to run it down, on account of its lightness, all being afraid it would not stand our rough and bad roads, as we have some of the worst roads in Ohio. All I said was, "Wait and see." We waited, and I am now ready to report. I find that as its name implies, it is Swift-er than any other machine of its kind, runs easier, nicer build, lighter, and as strong as any other machine made. It stands as hard usage as any, as I have not spared it anything; it goes wherever any other kind of machine can go, and is not stumped at anything. I am acknowledged to be as hard on a machine, and harder, than most riders here. The machine now, after one month's hard work, not only by myself, but by my friends who have borrowed it daily, is as good as when I took it out of the crate. I have not touched a tool of any kind to tighten it yet. It is the favorite machine of the kind in this city. One friend is about to sell an 1888 pattern Special Star, and another one an 1888 Rudge Bicyclette, to get the SWIFT No. 1; You will see their orders in a few days. I am in love with the little machine. I hope my report may be satisfactory to you, and expect an early answer.

I am, yours respectfully,

E. J. DOUHET.

## SECOND VOLUME NOW READY, AND COMPLETION OF THOMAS STEVENS'S GREAT WORK AROUND THE WORLD ON A BICYCLE.

WITH OVER 200 ILLUSTRATIONS AND COLORED FRONTISPIECE OF AUTHOR in VOL. I.  
IN TWO VOLUMES, 8vo, \$8.00; SINGLE VOLUMES, \$4.00.

WITH the publication of the second volume, this unique and the most monumental work of its kind ever published, is completed. It is a work that should be placed foremost in the library of every bicyclist, or any one interested in a journey never before equalled for its daring exploits and heroic courage. The work constitutes a library in itself, and has been conceded to be the most remarkable book published for many years.

Covering the most dangerous portions of the daring bicyclist's journey, this second volume is even more interesting than the first. The pages are alive with thrilling adventures.

"It comprises one of the most attractive narratives ever put to press."—*English News.*

"Read in excitement and adventure, sometimes highly amusing, it always crisp and frank in the telling."—*Boston Herald.*

"Whether read for pleasure or information, it will well repay the reader."—*N. Y. Times.*

"I have not to say, the book is intensely interesting. Not only so, but, now and then, and picturesque, it is a valuable contribution to the literature of travel."—*Philadelphia Record.*

"It is a most entertaining book. We admire the pluck and manliness of the author, his intelligence and resources. His descriptions of people and places are fresh and vivid. The 'wheel' draws to itself a crowd in every village. It introduces its owner to men and women whom another tourist would never meet, and it makes him welcome and at home in the greatest variety of company."—*N. Y. Observer.*

\* \* Mr. Stevens' work will be sent, postpaid, to any address, upon receipt of price, by

CHARLES SCRIBNER'S SONS, 743-745 BROADWAY, NEW YORK.

☛ Mention this paper.

## European 'Cycle Tour, [LIMITED.]

SUMMER OF '89.

For particulars address

F. A. ELWELL,  
152 Pearl St., Portland, Me.

## The Referee Annual,

Ready Dec. 15, will contain Sixty-four pages of matter of interest to all wheelmen;

250 Pictures of Celebrities.

50 Humorous Sketches.

Tables of Records. Cycling Stories and Reminiscences.

A Review of Cycling in America Since 1860.

The past season's doings at home and abroad, and other features.

An interesting Budget for Xmas reading. Sent to any address on receipt of 10 cents.

THE REFEREE PUB. CO.,  
199 S. Clark Street, Chicago, Ill.

JOHN HARRIOTT,

MANUFACTURER OF

Bicycle and Athletic Medals,

CLUB PINS & BADGES,

DESIGNS ON APPLICATION.

3 Winter Street, Boston, Mass.



occasion. What the nature of the entertainment is to be is not known, but a success is guaranteed.

THEY say Skinkle is a candidate for the position of Club Liar, and many and various are the yarns they credit to him to prove their assertions. But I shall claim the title for him from a statement made the day of the election, and that was that he voted the "Prohibition ticket." Think of Skinkle voting that ticket and then say he is not entitled to the honorable title of Club Liar.

#### PENNSYLVANIA.

##### "ARIEL."

DIMON, of the South End Club, carried the new badge of the club—a wheel cleft by an arrow—in the 100-mile road race last Tuesday, the first time it has been borne in a contest, although it is not likely to be the last, with such men as Bradley, Bechtold, Dimon and L. J. and E. G. Kolb to wear it.

THE Haverford College Athletic Association last Wednesday held their Fall sports, among which was a half mile bicycle race, won by Stokes, '89, in 1.56; Rhoads, '91, second. Bicycle races are getting to be one of the regular cards at all of the school sports here.

THERE are now four of the Psycho tandem bicycles in this city, owned by Mr. and Mrs. H. B. Hart, Mr. and Mrs. Kirk Brown, Mr. Cope, the young banker, and Mr. Tucker, of Germantown. They are going to be great factors in introducing bicycular locomotion to the fair sex.

COMING home from the run of the Century Wheelmen, out the Lancaster Pike, last Sunday, Kirk Brown and A. G. McGlathery scorched in on the former's Psycho tandem bicycle, from General Wayne hotel, to the club house on Broad street, a distance of nine and a quarter miles, in thirty-five minutes. W. G. Speir rode in on his Star in thirty-nine.

LAST Friday night the street cars were brought to a halt and the pedestrians stopped to gaze in front of the Pennsylvania Club House on Girard avenue, the occasion being a jolification on the head of the result of the Presidential election; and small wonder. The passers-by evidently though bedlam had broken loose. Capt. Supplee had donned a long swallow tail coat, made of American flags, ornamented with tin buttons the size of dinner plates and presented quite a gorgeous spectacle. The defeated politicians were quite willing to eat crow but they objected to having it rubbed in on them and consequently when the Captain's demonstrations of delight began to be too exuberant they quietly laid for him, and catching him in the hall, immediately mobbed him, tearing his patriotic garment off his back in a trice. In truth, Mr. Supplee presented a rather dilapidated appearance when he emerged from the melee and his vigorous shouts of "To the rescue, Republicans!" brought dozens to the scene; when for a while it would be well to draw a curtain over the picture. When the smoke of conflict had cleared away and comparative quiet had been restored, the Democracy set out doughnuts by the dozen and tapped a barrel of cider, which was most thoroughly enjoyed. Singing and music, winding up with an old-fashioned Virginia reel, soon spun out the evening, and with many wishes for another election the party broke up; but the broken hats, torn cuffs and collars and dilapidated shirts which were carried home, evidently made the family at home set the club house down as a very lame excuse.

#### NEWS

##### AND COMMENT.

HARRY COREY met with a painful accident on election day. He was riding his safety over to the polls to vote; the wheels got into the car track and he received a heavy side throw, sustaining a severe sprain of the ankle, and while he managed to continue riding until he reached the polling place he had to be taken home in a carriage. Mr. Corey, we hear, is still confined to his bed in consequence.

"Is cycling a failure?" asks a worthy contemporary, and the response comes back quickly, "In the rain, yes, most decidedly."

EDITOR PRIAL, of the *Wheel*, paid Boston a flying visit on Monday last. "We met by chance," etc.

PHILADELPHIA next to Washington has probably the largest number of lady riders of any city in the Union.

"ARIEL" sends us a reply to the Reading, Pa., Club, which reached us too late for this issue. It will appear in our next.

CYCLERS in need of any sporting goods, guns, pistols, or in fact any goods needed by a sportsman should notice W. Read & Sons

advertisement on another page. Send for catalogue and please mention this paper.

MRS. L. H. JOHNSON of Orange, N. J., holds the American long distance road record for ladies, she having ridden 150 1-2 miles in one day with her husband on a tandem tricycle.

THE Marlboro, Mass., riders are requested by a local paper to bear in mind that the law forbids them running their bicycles on the sidewalks, especially in the evening. Several ladies have complained of their nearness to an accident on dark nights.

ENTRIES for the two mile bicycle handicap, to be given Thanksgiving Day at the Fall Games and Burlesque Exhibitions of the Prospect Harriers of Brooklyn, N. Y., close on Saturday, the 24th. All entries should be sent to J. W. Schoeffler, Brooklyn Bicycle Club, or Geo. Paynter, 332 1st. Street, Brooklyn, N. Y.

THE date of the handicap race to be given by C. P. Daniels is fixed at Saturday, Nov. 24, at 2 P. M.; distance about 1 1-6 miles, and the limit will be 200 yards. Entrance fee, \$1, for medals. Entries close Thursday, Nov. 22d, and should be made to C. P. Daniels, B. Y. M. C. A. Gymnasium, Boylston and Berkeley streets, Boston.

It is gratifying to wheelmen to hear the name of W. S. Slocum mentioned in connection with the Speakership of the Massachusetts Legislature. That this gentleman stands so high in the estimation of his colleagues, as to command attention for the honor named, is not surprising to those of us who are personally acquainted with the gentleman.

MR. DUCKER has already begun to lay pipes for the next year's tournament at Buffalo. By the fall of 1889 the track, which during the late tournament was, to put it mildly, "away off," will no doubt be in excellent shape. We doubt if Mr. Ducker will make the fatal mistake of leaving such an important matter as track building to an incompetent third party hereafter. The great tournament projector will no doubt give the track his personal attention next year.

MR. HILLIER, in last issue of *Bi. News*, has a scathing article on so called English hospitality. He cites example of the way the whole-souled Irishman, the fair haired Dane and the hardy Norwegian, show the kindest attentions to the strangers within their gates, and then compares certain exhibitions of downright rudeness strangers have experienced in England. The article will raise a howl of condemnation from those who hate the truth *always*.

A PRACTICAL amateur photographer said to us the other day: "I had always been dubious as to the merits of the Kodak as a practical machine, but lately I have given the wonderful little instrument a full trial, and I am more than delighted with the exquisite results." We have been constantly asked the cost of developing, etc., and for our readers' benefit we state that the developing of 100 negatives, the printing of 100 pictures, and the furnishing or re-loading camera ready for 100 more pictures, costs in all the ridiculous sum of \$10. No cyclist can afford to be without one.

RIGHT in line with what we have preached privately and in print is the following, taken from *Bi. News*. The old theory of vertical tread has by experience been completely busted, but it is astonishing how many safety riders persist in this old style riding. "The mania for riding at too great a stretch is as prevalent with them as with ordinary riders. Nineteen out of twenty safeties sit too far forward, and too high, and what is more, you cannot get them to see their error. Scientific pedalling is out of the question when the rider is posed in such a style, steering is more difficult, the machine is more prone to side-slipping, and the work increased twofold. The saddle of a safety, like any other machine, should be put well back (some six or more inches behind a perpendicular drawn through the crank-axle), and the rider should be able to easily circle the pedals with his instep."

#### DORCHESTER TAKES THE E. R. CLUB CUP.

REFEREE EMERY notified the Dorchester and the Cambridgeport Clubs that the tie for the Eastern Road Club cup would be run off, starting at 2.30 from the Faneuil House, Brighton, Thursday, November 8th.

The Cambridgeport Club sent in word that its team would not start, and therefore, as the Dorchester Club turned up at the appointed time, Referee Emery ordered Clark and Benson to ride over the course, which they proceeded to do, and thus the race and the cup become the property of the Dorchester Club until next year. Clark finished first in the excellent time of 1.34.45. A. P. Benson established a safety record for 25 miles in the time of 1h. 35m. 25s.

This club has now won the cup twice, and by the terms of agreement it will become this club's permanent property if won the third time.



## SCRANTON, PENNSYLVANIA.

I OBSERVE by the WORLD this week that we, the Scranton Bicycle Club, have entered into a compact for a twelve thousand dollar club house and now to prove to you that we are pushing it we send you a small wood cut showing how it now appears to the passer-by. We expect to have it finished and furnished by the holidays and then have our house warming.



NEW CLUB HOUSE.

But we see you are also "on to" our Fair. Well, that is taking up the attention of everybody in this town. It is not an every day undertaking but one of those mammoth conceptions where we beg something of everybody from Dan to Beersheba, and take anything we can get from a one to a fifty dollar contribution, cash, merchandise or live stock. If this article strikes the eye of any one who has not sent in a contribution, they will, of course, see their duty clearly at once.

Our city armory has been laid out in booths for everything and in one department we expect to make quite an exhibit of cycles and sundries contributed by our brother wheelmen and dealers.

If the Fair turns out the success we anticipate and the State municipal law is declared constitutional so we can have a few more miles of asphalt pavements next spring, I think we shall have to invite the League to meet here with us in 1889. You see when some people get a good slice of the surface they are not satisfied until they get the whole earth.

I will not try and give you our description of our club house but close with a clipping from the *Scranton Republican* of Oct. 15.

"Among the many new and fine structures rising on Washington avenue, there is one on the corner of Olive street that is attracting no little attention by reason of its unique order of architecture. This is the first club house, designed and erected as such, in the city. Some surprise is manifested because such an enterprise has not been before undertaken. The conception embodies the club feature admirably in all its details, and its arrangement for banquet and reception occasions is quite complete. The basement—all above ground—contains the wheeling department, with its wheel-room, bath-room and dressing rooms. The first floor is so arranged that, although it contains several apartments, it can be thrown into one spacious hall for large receptions. The second floor is divided into a reading room, smoking room, pool room, bath room and secretary's room or office. The third and top floor contains the janitor's apartments, with a kitchen complete in every detail, dining room, living room, dormitories and all the conveniences of a residence or apartment house. The building is not finished, by any means, but will be ready for occupancy about the first of December, when its opening will afford a much better opportunity to set forth the features of this enterprise more fully. It is believed that the Scranton Bicycle Club is about to have a home such as no other club in the State can boast, notwithstanding that there has been no ostentatious proclaiming of this enterprising fact on the part of the club.

VAN.

## IS THE TIME MADE IN THE WILMINGTON-READING RACE A RECORD?

CHIEF CONSUL MERRIHEW, of Delaware, who was one of the Wilmington team in the recent Reading-Wilmington road race, informed me a day or two since, that according to his cyclometer—which he considers accurate—the distance traversed in the race was but a little over 20 1-2 miles. If this be so, then I presume the claim for record, as made in my report of the race, cannot stand. He also states, that contrary to the information I had received relative to the course, the road was in excellent condition, with the exception of some rough places on the hills. In fact, he says it is better than the Lancaster Pike in some places. The spalling which my informant found on traversing the road two months back, had all been beaten down smoothly by the heavy rains and traffic over the road. All the same you wouldn't catch me racing down some of those hills, and he says it was only their determination to win or break their necks which induced them to do it.

ARTHE.

We would very much like to have an accurate survey of the above course. Unless the distance claimed, 21 miles, is verified, we cannot of course allow the record.

## ELIZABETH WHEELMEN.

THE ten-mile handicap race held by the Elizabeth Wheelmen on election day, resulted in a victory for F. C. Gilbert, (5 minutes), with H. McNiece, (10 minutes), second; L. B. Bonnett, (4 minutes) third. L. B. Bonnett's actual time was 39m. 45 sec.; F. C. Gilbert's time, 40m. W. H. Caldwell, the only scratch man, did not start, as he had some engagements at the Berkeley Oval on the same day.

## THE ONE-HUNDRED-MILE AMERICAN ROAD RECORD IN COMPETITION.

In our report of the *Sporting Life's* 100-mile road race at Philadelphia, on election day, we omitted to state that the times made by Dampman, 7h. 20m. 17s., and McDaniel, 7h. 20m. 18s., both beat the American record in competition. The best previous has been held by W. S. Doane, in 7h. 24m. 3s. Before putting this record away for good we must ask our worthy Philadelphia contemporary what was the length of the course ridden?

## FIFTY-MILE TRICYCLE ROAD RECORD.

On Thursday, 25 Oct., Mr. G. P. Mills made the onslaught on the fifty-mile road record for a tricycle. The whole journey was made at an even pace; indeed, the second half was exactly 1m. faster than the first, whilst the last 12 1-2 miles was done in 38 1-2m., the 50 miles being done in the grand time of 2h. 53m. 25s. Mr. A. J. Wilson, of the North Road C. C., timed and checked him at Kate's Cabin, Mr. A. J. Hills, of the Biggleswade C. C., checking at Biggleswade en route.

## KINGS COUNTY WHEELMEN'S TWENTY-FIVE-MILE HANDICAP RACE.

THE Irvington-Milburn course was selected to settle the club race of the Kings County Wheelmen. The following members with handicaps started: H. J. Hall, scratch; T. J. Hall, Jr., 3 minutes; Beasley, 5; Marion, 7; Stevens, 10; Moorhouse, 11; W. Murphy, 14; Jones, 15; King, 18; Barnes, 20; Bensinger, 26; C. Murphy, 28; Wardill, 30. The race was won by W. E. Murphy, in the actual time of 1:39:35; Bensinger, second. T. J. Hall, Jr., made the fastest time, 1:35.

## MASON'S GREAT RIDE.

FURTHER advices received in regard to John Mason's ride against time lead us to state that we cannot accept the performance as a road record. Our reason for thus refusing to accept this remarkable performance as a road record is because the course travelled was largely up and down some street. In fact, during the night Mr. Mason rode up and down Ashland avenue, a distance of about a mile, and during this time, and in fact during the whole ride, it does not appear that he was properly checked.

We do not doubt but that Mr. Mason really rode the 277 miles, as claimed, but for the reason that the course selected was not at least twenty miles straight away, and for the reason that checkers or pace makers did not watch him all the time, we cannot allow the claim as a road record.

Mr. Mason's ride will be looked on as a remarkable feat of endurance. He rode a Veloce Columbia, the same machine on which he has ridden over 6000 miles.

## HARVARD BICYCLE CLUB ROAD RACE.

THE annual fall road race of the Harvard Bicycle Club was held November 8th, over the nine-mile course, beginning near Harvard square and extending up North avenue, Day street and Broadway to Arlington. The course is about the roughest that could have been chosen, and was very hard on Davis and Brown, who have trained entirely on the track this year. The latter dropped out, and the former was distanced and came in a number of minutes behind the others. The times of the first six men were taken, who finished as follows:

|                   | Start. |           | Actual Time. |
|-------------------|--------|-----------|--------------|
|                   | M.     |           | M. S.        |
| 1—Barron, '91,    | 7      | - - - - - | 38 45        |
| 2—Greenleaf, '92, | 3      | - - - - - | 35           |
| 3—Holmes, '92,    | 7      | - - - - - | 39 05        |
| 4—Bailey, '91,    | 2 1-2  | - - - - - | 34 45        |
| 5—Rogers, '90,    | 6      | - - - - - | 38 30        |
| 6—Kelley, L. S.,  | 6      | - - - - - | 38 45        |

The Institute of Technology Bi. Club has accepted the challenge of the Harvard Bi. Club to a road race, which will be conducted on



a somewhat original plan. The Tech. does not know who its best riders are, so each club may enter as many men as it chooses, but only the first five men from each club shall count. The race will take place Saturday, the 31st of November, over a course including the reservoir and Massachusetts avenue. The Harvard Club will probably be represented by Davis, Brown, Bailey, Greenleaf, Rogers, Kelley and Barron.

#### CAUTION.

THE St. George's Engineering Co., makers of the "New Rapid" cycles, ask us to caution our readers against buying machines, except from their duly authorized agents, as some unscrupulous maker in England is not only making an inferior imitation of the celebrated New Rapid safety, but has also imitated as near as possible their trade mark, which is registered in all countries where cycles are used. We regret we have not a block of their trade mark for insertion in our columns, but have asked for one, and will insert it in a later edition.

#### A. A. McCURDY WANTED.

##### REWARD OFFERED.

THE following letter from the commanding officer of the Jefferson Barracks, St. Louis, sets at rest any doubt as to whether A. A. McCurdy is the man who assaulted his keeper. The letter is dated Jefferson Barracks, Mo., Nov. 11, 1888, and is as follows:

Mr. W. W. Stall, Boston, Mass.:

Sir: In reply to your letter of the 29th Oct., I have the honor to state, the records of this office show that Alfred A. McCurdy enlisted at this Depot July 28, 1888, and was placed in confinement on Oct. 3, 1888, on a charge of theft, but escaped from sentinel Oct. 20, 1888, and is still at large.

The description given by you, corresponds with that on file at this Depot.

A reward of \$30 will be given upon apprehension and delivery of this man to the military authorities.

(Signed)

GEO. H. SANDS,

First Lieutenant Sixth Cavalry, Depot Adjutant.

McCurdy is also wanted by the Civil authorities in several places, on the charge of theft, forgery and several other nice little criminal counts. After the United States army authorities get through with McCurdy we think the Civil authorities will not have much more than a body to work on.

#### PRESIDENT SHRIVER OF THE NEW YORK CLUB PROTESTS.

*Editor Bicycling World:* I regret to see that you have allowed your correspondent from this city to recommence the amusement of disparaging the New York Bicycle Club, so much in vogue among a certain class of writers for the cycling press a few years ago. The club's internal regulations, discussed by him with so much freedom, are the club's private affairs, with which the public have nothing to do, and the statements made by him are altogether incorrect. To set the matter straight and stop this unwarranted gossip, I will say that the question of card-playing in our new club house has never been considered by any one in the club from the standpoint of regulating individuals' morals, as he has tried to represent. We do not consider that it is our function to look after the morals of our members, young or old. Opposition arose to card playing, on the ground that it might injure the club standing by giving the impressions that it was a gambling club. The Board of Trustees respected both sides of the question and submitted the matter without prejudice, to a meeting of the whole club, which voted to allow card playing but to prohibit all kinds of gambling, not on moral grounds but simply because public opinion—rightly or wrongly—frowns on gambling, and all respectable clubs have subsequently found it necessary to restrict it. Yours truly, EDWARD J. SHRIVER, New York, Nov. 11, 1888. President New York Bi. Club.

#### AN IMPORTANT DECISION AT NEW ORLEANS.

A CIVIL suit of some little interest to the outside cycling world was decided last week in one of our local courts. It appears that for years back the New Orleans Bicycle Club has been accepting resignations provided the member was "square on the books" at the date of his resignation, and not the slightest question had ever been raised until recently, when resignations became all too plentiful, and with a high-priced club house on hand the club found itself nearing a "nine hole," and "the faithful," discerning in the dim future a not-over-pleasing going-down-in-the-pocket performance, it was speedily decided that something must be done. The Consti-

tution and By-laws were read and re-read, and studied and re-studied, with the result that a lawyer was consulted, and on his advice all resignations were rejected and the parties notified that unless a year's dues were forthcoming suit would be instituted for the amount. Naturally, a commotion followed. Some paid, some didn't. Mr. E. W. Hunter was amongst the latter, and he politely informed the club that he stood ready to face the music. They sued and the case has just been decided in favor of the club, the Judge ruling that an organization can interpret its laws as it pleases. The question, it seems, hinged very considerably upon the interpretation of the clause in the club's Constitution stating that "the annual dues shall be \$18, payable quarterly," or something to that effect.

Mr. Hunter's attorney made a masterly argument, and scored point after point, and when he finished things looked so blue for the club that the Court's decision was very much of a surprise to all concerned. The amount involved was but \$13, too small to carry the case to a higher court, which would surely be done were it possible.

Mr. Hunter was one of the organizers, and at one time President of the N. O. B. C. He worked hard and faithfully for its interest in its early days, and naturally feels sore that his former comrades-in-arms should have pursued such an unfraternal course.

The matter has been the source of some little comment, and it looks much like a case of driving nails in one's own coffin on the part of the New Orleans Club, however, the "powers that be" doubtless knew what they were about, and it is their funeral, not mine.

Bi.

#### BICYCLING IN BELGIUM.—III.

##### BY CLERICUS.

THE storm had so delayed me that I was not able to ride through to Brussels as I had aimed to do. This gave me more leisure at Malines and so I determined to see more of the latter. While still standing at the foot of the old cathedral tower, huge in itself, but disproportioned by the gigantic face of the clock on its spireless head, I got out my city map and pocket compass to take my bearings. Already I was surrounded by a crowd of excited youngsters, eyeing me with open mouths, but the compass set them wild with curiosity, and they bumped their heads together about mine in their eagerness to see it. Several of the heads, too, belonged to old shoulders.

Then mounting once more, and still clothed in my rubber suit, an extra gossamer sheet, pinned on like a talma, floating and shimmering in the wind, I was certainly a very novel figure. As I rode down through the centre of the city one expression I heard so often that at last it dawned upon me. "Priest! Priest!" No wonder! My sable suit resembled the black robes so common in this land of priests. There was doubtless a shade of humor in the term, but certainly it was more complementary than the endless iteration that one hears, for instance, in like circumstances in the streets of the Quaker City—"Devil, on two wheels!"

Of course I had an escort from one side of the city to the other. It was at an hour of the evening when work was ended and the people were at their doorsteps. The women and girls especially, bare headed and knitting, were out in numbers, looking and laughing, and exchanging their merry quips at the expense of their black, ghostly visitor gliding by on his spider webs. In one narrow street an excited old frou ran ahead of me screeching for her neighbors to turn out, and out they turned. The clatter of the wooden sabots of my body guard of boys would itself have drawn a crowd. In their eagerness to keep up some of them pulled off their sabots and ran along in their stocking feet. One small, bare-footed musician had a pair of "bones" in the fingers of one hand, which he rattled away as he ran, challenging me with his eyes for my admiration.

Seeing my chance I sped away quite to the outskirts, and there alighted alone on one of the many bridges of the lazy rivers and canals of this sleepy old city. It was just at the sunset hour, and the wide canal stretched its long mirror, like a pier glass, in unbroken lines, until lost in the perspective of the dim distance. Both sides of it were bordered terminally with splendid rows of linden trees, and between their dark trunks, on the far horizon, shone the great declining orb of day. Weltering in his own red blood, grandly he sank to his rest, like a warrior on the field of his glory.

Standing there on that old bridge I be-thought me of Browning's stirring stanzas on the ride from "Ghent to Aix." Across this bridge, in harmony with the poet's conception, might the three couriers have galloped at their break-neck pace to carry the "good news" in time. It made my blood flow quicker as I remembered the lines:

"Behind shut the postern, the lights sank to rest,  
And into the midnight we galloped abreast.  
Not a word to each other; we kept the great pace  
Neck by neck, stride by stride, never changing our place."



'Twas moonset at starting, but while we drew near  
Lokeran, the cocks crew and twilight dawned clear;  
And from *Mechlin* church tower we heard the half chime,  
So Joris broke silence with, 'Yet there is time!'

Then I cast loose my buff coat, each ulster let fall,  
Shook off both my jack-boots, let go belt and all,  
Stood up in the stirrup, leaned, patted his ear,  
Called my Roland his pet name, my horse without peer!

And all I remember is, friends flocking round  
As I sat with his head 'wixt my knees on the ground,  
And no voice but was praising this Roland of mine,  
As I poured down his throat the last measure of wine."

I could hardly refrain from hugging my own Rosinante, who like Roland, his rider, had borne me so well and so far through the storm to-day. I had still hoped, however, to ride a few miles further

to the village of Villevarde, in homage to the memory of John Tyndale, the Bible translator, who was there strangled and burned, and his ashes thrown into the river; not, however, before his work was done, for in the following year his prescribed translation was given to England by royal license, and ever after to the English speaking world. Forgoing my pilgrimage to this shrine I made my way to the railway station, where after luncheon I shipped my wheel to Brussels. It went by the same train with me, and after being detained in the baggage room all night I heard the familiar tinkle of its bell, as sweet to my ear as the neighing of his steed to a Bedouin of the desert. It rose from the hotel courtyard early next morning as it was being safely delivered by a railway porter without further charge. Arriving in Brussels in the early evening there was yet time, after a thorough change of clothing, for a promenade along the gay boulevards of the *petite* Paris. My rest after this most eventful day of my cycling in Belgium was like the sleep of "Araby the Blest."

(To be Continued.)



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - Room 27.

ABBOT BASSETT, Secretary.

"IN order to reduce our stock, we will offer great bargains," is a familiar saying as the year draws to a close and there is a desire for a good showing on the books of account. We are reminded that we have a surplus stock of bound volumes. These should be on the shelves of club libraries. In order to reduce our stock we will sell the volumes at \$1.00 cash, which is about the price paid for binding. Please send in your orders. In years to come, these bound volumes will be valuable possessions.

#### Texas Appointment.

I take pleasure in hereby appointing Hugh I. Blakeney, of Dallas, as Chief Consul for Texas.

T. J. KIRKPATRICK,  
President.

#### ROAD IMPROVEMENT.

A theoretically perfect road is one that connects by the easiest possible gradients, and by the most direct lines, the points between which it is desirable to effect communication. It should be well grounded on a solid foundation that effectually isolates the road crust from the subsoil; it should be efficiently drained, and provided with proper water-courses and side channels; its transverse section should be approximate to the arc of a circle or ellipse; it should be free from ruts and all inequalities; and should theoretically present to the traffic a surface like a solid slab of stone, free from mud, dust, and all shifting detritus.

Such a road offers far less resistance to the passage of vehicles over its surface than does the road usually met with, while the cost of maintaining it in this condition will be more than counterbalanced by the saving in horse-flesh and the ensuing cheaper transit of merchandise. Upon this point all road authorities are practically agreed, for it is an admitted axiom that efficiency and cost are invariably in inverse ratio.

A number of experiments made by Prof. J. W. Sanborn, of the Missouri Agricultural College, show that on a moist dirt road a

force equal to 487 pounds was necessary to move a load of 3,665 pounds, or 57 per cent more than was needed to move the same load on a gravel road having a grade of one foot in twenty-eight. On a level gravel road, the force needed was only one fourth as much as on the dirt, and on a plank floor but one seventh as much power was required as was needed in moving the load over the dirt road. This made no allowance for energy wasted by the horse in pulling his feet from the mud and in lifting them over the little elevations always before them on a muddy road. These facts suggest a few calculations that may not be entirely without interest to those who have to haul loads in town or in country.

Supposing that the highways on each alternate section line be well made of gravel or other equally good material at a cost of, say, \$2,080 per mile, and that this cost be equally divided between the sections adjoining the improved highways, the annual interest to be paid by each section of land at six per cent will be \$124, or 19.5 cents per acre per year. Can farmers afford to pay this tax for the sake of having well-graded, hard, smooth roads every day in the year from their doors to the market town? How many loads must each haul to save enough in the time and wear of men, horses, harness and wagons to equal the interest, assuming that a fair day's work should average fifteen miles of hauling and be worth \$3 per load of whatever weight, could be safely hauled over dirt roads. According to the conclusions reached through the experiments mentioned, forty-two loads on the dirt road, twenty-seven loads on a well-gravelled road having an incline of one foot in twenty-eight, and ten and a half loads on a level, well-gravelled road would equal the interest, on the above basis of \$3 per day. If wagons strong enough to bear the burden were used, the number of loads on smooth and level macadam might be reduced to six. The pay would practically be, for hauling loads over the several kinds of roads, equal to \$3 on dirt, \$4.67 on inclined gravelled, and \$12 on leveled gravelled roads respectively, per load, while on level, smooth macadam it would be equal to \$21 per load.

These figures are all based upon a comparison between the forces necessary to move a specific weight over a dirt road only slightly moist and those required for moving the same weight over the other descriptions of roads. The advantages of the improved over the dirt roads would not fully appear until wet weather or spring or a mild winter should come to make channels of deep mud of the highways through districts where the soil is rich like that of the fertile bottom lands of the uncultivated prairies of the West. At such times, work with teams becomes extremely

difficult, if not quite impossible, so far as the roads are concerned; and in the fields no hauling should be done for reasons that will appear to any good farmer. In such seasons, horses and men lie idle, thus wasting time and food that, with better highways, might be made to bring profit to the farmer. With hard and level roads, good use could be made of those days when work with teams could not be done in fields without cutting up their surface and over-working their horses.

#### HINTS ABOUT ROAD BUILDING.

A road bed of clay is good in dry weather, and one of sand is tolerable in a wet time and the latter is but slightly affected by the frost but we need one that is good in all seasons.

Not being able to make the surface "water tight," there must be a substratum that will carry the water from above, and that from below, as quickly as possible to the drains. Whatever may be used for this under layer, stones greater than an inch in diameter should not be placed within ten inches of the surface, for otherwise when there is a compact foundation, they are sure to work up, from the downward pressure of gravel, forcing itself beneath them. Clean gravel, rejecting stones above an inch diameter, put on in successive layers of three to four inches, to the depth of ten inches, each layer being well worked down with a heavy roller, assisted by the daily travel, with a small admixture of finer gravel or loam upon the top in some cases will make as good a surface as one can expect for the majority of our country roads.

Pebbles, about an inch in diameter to two or three inches placed upon the surface, will not pack together on account of their hardness and smooth, round surface. It should be understood that McAdam and Telford roads are made of broken stone—angular fragments.

A pure sand road is improved by a topping of clay or loam; and it may be six inches in thickness, or more, according to the depth of the sand.

Quite passable roads have been made in a region where a vegetable mould and loam lay upon pure clay and no sand or gravel was at hand, by leaving the surface as nearly as possible in its natural state and flanking with deep ditches, throwing the excavations from them out, and not upon the road bed.

A very good use of stones, if they are abundant, is to place them in a slough that must be crossed. But if it is deep, a better method is to use poles or brush in alternate layers first across and then lengthwise covering the whole with not less than two feet of the best material at hand.

A thoroughly under-drained road-surface will not be seriously affected by the heavings



of frost, will dry up speedily after rains, and will be passable at all seasons of the year by the average load, though the material composing it may be of an inferior character, *i. e.*, more depends upon the drainage than upon the materials of surface. By drainage, we mean, of course, not the crowning of the road and the digging of a ditch for surface water, but the laying of proper drains under the road itself so as to keep the ground free from moisture with which the frost works its mischief. By proper drains we mean the broken stone of various degrees of coarseness with which a road bed is made permeable by water below and smooth on the surface.

The vicinity of a road should be kept clear of trees and bushes as they obstruct the sun and wind and prevent evaporation. Hence shade-trees set along the margins for beauty and comfort to the traveller, should not be placed too frequently and only in dry and exposed places.

#### HINTS ABOUT REPAIRS.

After a road has been properly rolled and the surface made compact and smooth it should always be maintained in that condition no matter how great is the amount of travel on it. "A stitch in time saves nine," here as elsewhere. The tendency is to produce ruts; these gather water; this soaks up the road bed and spoils the whole. The problem can be put in this way. To have a good road it is necessary that there be no dust or mud on the same and that there be no ruts; therefore, remove the dust and mud as fast as they are formed and fill up the ruts as fast as they are made. The whole matter is here in a nutshell. It may be thought, at the first view, that this is too expensive a system, its principal beauty lies, however, in the fact that it costs less per mile of road kept one year than the pernicious system of annual or semi-annual repairs as will be shown and proved. The above two rules—sweep off the mud and dust as fast as they appear—are all that is necessary to be carried out in order that there be continually a good road. Without continual repairs, there can be no such thing as a constantly good road, a proposition that cannot too often be repeated. By repairing a road annually, or twice a year, it matters not which, the result is, strictly speaking, a good road at *no time* during the whole year. The road is wretched just after repairs; it becomes *passable* after a while and deteriorates from that day forward until it is again made wretched; and so on *ad infinitum* according to the present only too commonly followed system. By the other method is offered us a road as smooth as a floor, year in, year out, and let it not be forgotten at a less expense.

A little mud on the surface causes ruts and much mud softens up the whole road-surface. The mud should be raked up in heaps alongside the road, there left to dry and then carted off. To hinder as much as possible the formation of any mud, the surface drainage must remain unimpaired; should it be out of order, the water standing on the road is to be swept off.

Dust and mud should never be allowed to remain, both will entail infinitely more inconvenience and damage than the cost of removal would amount to, while in the case of the latter it serves as a wet blanket and keeps the highway in a disgraceful condition long after the effects of a rainy day should have entirely disappeared. A road kept free from dust in dry weather will seldom be impassable to foot passengers in the wet season and it will be a source of pleasure and profit instead of annoyance and loss to the tradesmen whose houses of business lie *en route*. Dust

should always be removed before the road is watered, instead of being left on the road to become a sea of mud as soon as the water cart passes or rain appears.

Road scrapings, consisting of dead leaves, horse droppings, etc., together with sods of grass and the *debris* from the gutters should under no circumstances be put back on to the road. The practice we condemn is as common as it is detrimental to the maintenance of the highway in a clean and efficient condition for all the rubbish thus laid on the new coating has sooner or later to be removed, either as mud or dust.

Repairs are best made in damp weather. Should it, however, become absolutely necessary to repair a piece of road in dry weather, the place where the new material is to be deposited must be loosened up with a pick, then the new covering put on and a solid top formed by the judicious use of stone dust or other binding material and sprinkling with water and pounding down with the shovel or by what may be called "puddling" until the whole be solid. Should a frost or very dry weather occur immediately after material has been put on the road in wet weather so that the same will not join on the rest of the road surface, the whole must be removed cleaned and returned to the storage heaps for future use.

It is cheaper to have a few men to watch for the beginnings of any wear upon the roads and to mend a defect when it first appears than it is to wait until the trouble becomes serious and then set a large force at work. One man, with a shovelful of broken stone, can prevent when it may require half a dozen, with a team, to cure after a few months' neglect.

America is behind all civilized nations in the art of road making but she is moving forward and soon we may join with the Highlanders in singing:

"Had you seen these roads before they were made,  
You would hold up your hands and bless  
Marshall Wade"

#### APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment

of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 165—Total 20—11,824

BOSTON, Nov. 16, 1888.

CALIFORNIA DIVISION—1—396.

Unattached.

21076 Thorpe, Ben F., 149 So. Hill st., Los Angeles

MASSACHUSETTS DIVISION—3—1231.

Unattached.

21072 Owens, Hugh, Quincy

21073 Wilbur, Henry E., Somerset

21088 Kern, W. E. Jr., 76 Forrest st., New Bedford

MISSOURI DIVISION—3—355.

St. Louis Cycle Club.

21077 Campbell, J. Hayes, 3502 Laclede ave., St. Louis

Unattached.

21078 Eaton, A. F., 4 S. Court st., St. Louis

21079 Ring, V. P., 116 N. 4th st., "

NEW JERSEY DIVISION—1—741.

Unattached.

21069 Marshall, Geo. P., Jr. 19 No. 3d st., Camden

NEW YORK DIVISION—9—2450.

Buffalo Bi. Club.

21080 Baecher, E. Chas., 797 Main st., Buffalo

21081 Donaldson, Geo. S., 877 Delaware ave., "

21082 Donaldson, Walter J., 973 Delaware ave., "

21083 Markham, Chas. E., 383 Fargo ave., "

21084 Nicklis, E. E., 56 Linwood ave., "

21085 Rudolf, Edw. J., 28 Park st., "

21086 Tillinghast, Jas. F., 422 Prospect ave., "

21087 Jackson, Geo. E., Tonawanda

Unattached.

21070 Avery, W. R. M., Portland

PENNSYLVANIA DIVISION—2—1472.

Unattached.

21071 Grandin, Wm. J. Jr., Tidoute

21074 Fox, Henry K., L. Box K., York

RHODE ISLAND DIVISION—1—259.

Unattached.

21075 Mason, Chas. B., Warren

### Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find \$ for initiation fee and dues in the League of American Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed, .....

Club, ..... P. O. Address, .....

References: ..... City, .....

State, .....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is \$1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance.

\*If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose \$1.50 with the application, after that date, and until April 30, 1889, enclose \$1.25.



## The Le Sueur News.

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LE SUEUR, MICH.

---

E. H. DEARTH, Editor.

---

### AN OPEN LETTER.

I have ridden a Columbia Light Roadster for the past two years, over all kinds of roads and am frank to say that I would not mount any other. It is to-day just as good as the day I purchased it, and other than a broken spoke I have not expended a cent for repairs. In fact it is a *Fewel* that occupies a prominent position in my heart's affections. I have that satisfaction when starting out on a long trip that I am going to be brought home without any breakdowns. I find my steel steed to be an almost indispensable requisite in my business.

*E. H. Dearth.*





# THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.  
5 cents a copy.

BOSTON, 23 NOVEMBER, 1888.

Volume XVIII.  
Number 4

## HISTORY REPEATS ITSELF

again, and we are obliged to step modestly forward and gather in another laurel leaf for the VICTOR.

This time it was at Philadelphia, and the occasion was the

### **SPORTING LIFE 100 MILE ROAD RACE.**

There were thirteen to start, but only two to finish, and both of these rode VICTORS. The course was a hard one, being profusely ornamented with hills, but notwithstanding this, both these men broke the American amateur record, which, by the way, already belonged to the VICTOR.

No, we don't think it is fate that gives the VICTOR its success in road racing. It is a fact that they are made of the best of everything, and built to be winners.

More and better road races have been won on VICTORS than on any other machine in the market, and we submit this fact as very good evidence that they are stronger, lighter running and more reliable than any others. Ask VICTOR riders.

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OVERMAN WHEEL CO., Makers, - - - BOSTON.

Catalog Free.



# WE CLAIM

that we are the only firm of importance in the cycle trade in the world who have not employed professionals, or makers' amateurs, to run bogus races! create records!! and win championships of the world!!!

We claim, That the NEW RAPID CYCLES do not need any such tinsel ornaments.

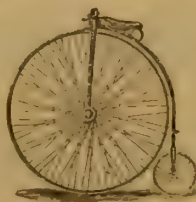
We claim for the "New Rapid," a reputation as a solid bona fide Roadster, second to none.

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Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand Wheels. Prices on all Wheels guaranteed as low as the lowest.

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Portland, Me.

Patented. Price, \$1.50, \$2.00, \$2.50 and \$3.00, according to finish. Diamond Badges \$1.50 to \$3.00 for the larger pins, and \$1.00 to \$2.00 for the small size. Send for circular form. Also, for sale in New York, at M. J. Richards, 200 Broadway; G. R. Bidwell's, 313 West 28th St.; in Philadelphia by the Hart Cycle Co.; in Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

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A New Full Nickel 54-inch  
**AMERICAN CHAMPION.**

Has not been ridden 25 miles. Is in the very best of order. Best references given. Correspondence answered.

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### GRAND CYCLE RAFFLE.

|                                              |          |
|----------------------------------------------|----------|
| 1st Prize—Humber Tandem.....                 | \$160.00 |
| 2d Prize—Marlboro' Club Tandem.....          | 125.00   |
| 3d Prize—54-inch Victor Light Roadster....   | 100.00   |
| 4th Prize—50-inch Victor Light Roadster....  | 100.00   |
| 5th Prize—Coventry Rotary Tandem.....        | 100.00   |
| 6th Prize—52-inch Victor Light Roadster..... | 90.00    |
| 7th Prize—52-inch Rudge Light Roadster.....  | 70.00    |
| 8th Prize—54-inch Rudge Light Roadster.....  | 60.00    |
| 9th Prize—44-inch American Safety.....       | 50.00    |

All in good condition. 855 tickets at \$1.00 each. References—Wm. Bostwick, Cashier Nat. Hudson River Bank; F. L. Pitcher, City Clerk; H. J. Banning, Jr., President Hudson Bi. Club, Hudson, N. Y. E. B. MALLESON, Manager, Hudson, N. Y. Box 344.

### JOHN HARRIOTT,

MANUFACTURER OF

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Respectfully,  
NEIL F. POSSON,  
Teacher 4th Grade Medina Free Academy.

"I believe the Springfield Roadster is the best wheel manufactured for all around use."

F. E. EASTLACK,  
Crawfordsville, Ind.

"I would ride no other."

JONATHAN KOLB, M. D.,  
Oxford, Ind.

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W. H. GARDINER, Fairfield, Neb.

"Too much in favor of the Springfield Roadster cannot be said. As an all around machine it has no equal."

C. L. ROBERTS, Dunlap, Iowa.

"My No. 2 wheel runs like grease. It is the easiest running wheel I was ever on."

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"I know from experience that for comfort and ease, long distance riding, over good or rough roads, it is the best bicycle made."

C. D. MCINTOSH, Salem, Ind.

"My wheel works very nicely and has never got out of order."

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"There is no doubt in my mind that it is the most serviceable all around wheel in the market."

C. E. WALKER,  
Secy. Pastime Cycling and Athletic Club, Chicago.

"I am very much pleased with the Springfield Roadster."

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"It is far ahead of any wheel in the market for safety, durability and general road use. For bad roads and hill climbing it has no equal."

ROTTMAN & PUGH, Terre Haute, Ind.

"It is the wheel of all wheels."

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"The Springfield Roadster took the lead here early last spring and has held its own ever since. Twelve wheels were sold, over double the number of any other make. The boys all want them just as soon as they can dispose of their crank wheels."

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**Catalogue Free.**

JOHN P. LOVELL ARMS CO., 147 Washington Street, New England Agents.

**SPRINGFIELD BICYCLE MFG. CO., 178 Columbus Ave., Boston, Mass.**

For further information see Page 52.

**FOR SALE OR EXCHANGE.**

In this Department, 15 cents a line. Cash must accompany the order.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.

**NEW RAPID SAFETY** and a 48-inch Special Star for sale cheap. Call or address HOWARD M. WHITE, 118 N. Greene st., Trenton, N. J.

**EXTRA FINE D.B.B.L.** Shot Gun and outfit. Cost \$100, for Victor Safety. R. H. BURR, Middleton, Ct.

**AMERICAN CHALLENGE TANDEM** for 50 cents a chance; only been run 250 miles; as good as new; perfect in every way. Drawing to take place December 22, 1888. Send 50c. by postal note and get your ticket. Refer to Farmer's National Bank. H. G. WEIDENHAMER, Watsonstown, Pa. 20,899 L. A. W.

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**FIVE BICYCLES** to be raffled; tickets 25 cents each. The holder of a ticket has five chances, equal to 5 cents a chance. Bicycles to equal value of tickets sold. Raffle will take place Dec. 22d. Get Bicycles for Christmas presents. S. L. HOUSE & CO., 113 Fifth ave., Chicago, Ill.

**FOR SALE**—Singer Traveler Tricycle, bicycle steering; very little used; splendid order; cost \$175. Will sell for \$75, net. Address ALTHANS, Cramer D. P. Works, St. Louis, Mo.

**European 'Cycle Tour,****[LIMITED.]****SUMMER OF '89.**

For particulars address

**F. A. ELWELL,**  
152 Pearl St., Portland, Me.

**Bicycles, Tricycles, Tandems and Safeties.****SHOP WORN and SECOND-HAND.**

All makes, selling without regard to market value, to make room for a large stock of 1889 patterns of Singer Cycles. Make your own price, cash or instalments. All goods guaranteed as represented. Call or send for description.

**W. B. EVERETT & CO.,****6 and 8 Berkeley St.,****(Odd Fellows' Building,)****BOSTON, MASS.**

**SAFETY INDISPENSABLE.** By Henry Sturmev. A complete analysis of the Safety Bicycle, and illustrations of each kind. By mail, 30 cents. For 1885. For sale by Bicycling World Co., 12 Pearl st., Boston.

Postage stamps not received in payment.

**The Referee Annual,**

Ready Dec. 15, will contain Sixty-four pages of matter of interest to all wheelmen;

250 Pictures of Celebrities.

50 Humorous Sketches.

Tables of Records. Cycling Stories and Reminiscences.

A Review of Cycling in America Since 1860.

The past season's doings at home and abroad, and other features.

An interesting Budget for Xmas reading. Sent to any address on receipt of 10 cents.

**THE REFEREE PUB. CO.,****199 S. Clark Street, Chicago, Ill.****THE STRONGEST KNOWN****Bicycle Elastic Cement.**

Used the same as Sealing Wax. No Naphtha Dries Instantly, and can be carried in vest pocket or saddle bag. Price, 25 Cents. Don't wheel without it.

**T. McDONOUGH, 12 Pearl Street, Boston, Mass.**



# WE DO NOT NEED TO BLUSH

**AT THE FOLLOWING RECORDS,**

Neither Do We Want the Earth,  
**BUT WE DO WANT THE HILL CLIMBING RECORDS.**



Read the following, and then draw your own inference as to where the records are held, also jot down in your diary where these practical hill climbers and speedy wheels can be purchased.

Eagle Rock Hill, Newark, N. J., November 19th, 1888, by J. Harry Shurman, on a Springfield Roadster, 24 times without a dismount, breaking all former records for speed for 13 times, and placing 11 times additional to our credit, and for our competitors to practice on.

Corey Hill, Boston, 11 times without a dismount, by Samuel B. Sterling, of Bridgeport, Ct. (age 45 years.) Stickney Hill, Lynn, Mass., 4 times without a dismount.

These hill records, together with the fastest quarter mile ever ridden and the fastest half mile in competition by J. Fred Midgley at Rochester, N. Y., August 30th, 1888, we think should convince the most skeptical regarding the qualities of the Springfield Roadster on the track, road and hill.

We solicit the investigation of those who anticipate purchasing, and to those who are not pleased with their mounts, we would say, TRY THE SPRINGFIELD ROADSTER. Watch for 1889 Catalogue Jan. 13th. Agents wanted in all unoccupied territory.

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**SPRINGFIELD BICYCLE MFG. CO.,**  
**178 Columbus Avenue, - - - - BOSTON, MASS.**

For further information see Page 51.





Published Every Friday

— BY —

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

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Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

## TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the Bicycling World Co.

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

## EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 23 NOVEMBER, 1888.

WE wonder if the day will ever come when the average wheelman will not be looked on, or desire to be considered as a separate and distinct specimen of the *genus homo*? Unfortunately for the sport, the original desire to appear conspicuous, that obtained when cycling was in its infancy, still clings to many of our later day riders.

In the "good old times," when the art of balancing on one wheel was looked on as something only within the capacity of a comparatively few, we cannot wonder that the riders liked to be considered as beings endowed with more than ordinary skill, and that the onlooker was inclined to view the cyclist in somewhat the same light. In those days it was natural that the cyclist should look on himself as rather a remarkable individual, and one to be admired and wondered at by that large class of humanity who depended on "shanks' mare" or the slow plodding horse as a means of locomotion. In fact the tendency of public opinion in the early history of cycling was to make the cyclist feel rather "sot up," and to arrogate to himself certain privileges that the dear walking and driving public submitted to with a good natured grace.

When the bicycle first appeared on the highways of the country the rider first took unto himself the privilege of riding on the sidewalks at full speed, and yelling or blowing a whistle to warn the grovelling pedestrian from his path. In those days the good-natured ped. would stand aside, and as the flying wheelman whirled past, he or she would remark "how wonderful, how graceful!" and the modern feather-weight Juggernaut would go scooting on his way, yelling or whistling warnings for other plodders to make way for him and his wonderful wheel to pass. Now that was all right and natural, but it seems that the wheelman in a good many places still considers that the public must "make way" for him as of yore. In this the wheelman is different from the dear public; the old wonder has ceased to move non-riders when they see a bicyclist, and when the noisy, and in some cases insolent, demand for room is

made, the old-time admiration and expressions, have given place to "deep drawn curses" and imprecations on the head of the cycling nuisance. The same general tenor of remarks also applies to the old and new relations as existing between cyclist and horseman.

Let us try and get down from the pedestal built in the year 1879. The false exaltation of those days is now obsolete. Let us try and be natural on the wheel, and not do and expect things when riding a cycle any different than if we were mere commonplace plodders, and above all let us strive to dispel the notion that cyclists are, as a class, a nuisance, to be avoided and sat upon.

## IMPORTANT DECISION IN ENGLAND ON THE BOWN BEARING PATENT CASE.

In the great suit of Wm. Bown vs. Sansome, Teale & Co., of Birmingham, Eng., for infringement of the Bown ball bearing patent, the defendant on the eve of going to trial admitted the validity of the Bown patent, paid the claims of Wm. Bown and took a license for the use of the patent. This suit is remarkable, as several companies had banded together to test the validity of the patent, and presented a very bold front up to the time of trial.

Mr. Bown has been uniformly successful in maintaining this patent, and will now, in all probability, enjoy a peaceful possession of his rights.

## VICE PRESIDENT HAYES WILL DEPART FOR BRAZIL.

THE members of the League and those more closely connected with Mr. H. W. Hayes, of Boston, will learn with regret that the active Vice President of the L. A. W. has accepted the responsible position as manager of the Brazilian branch of a large Boston commission house, and that he will leave for the land of Dom Pedro about the first of January next. Mr. Hayes will have his office in Para, the great entry port of Brazil and the river Amazon. Mr. Hayes' engagement covers a term of five years, during which time it is not probable that he will visit this country.

We do not wish to dwell on the loss of Mr. Hayes' services in the councils of the L. A. W. Conservative, clear headed and active, the Vice President's advice and help will be sadly missed in the councils of the Executive Committee.

All members of the League, and all others who personally know Mr. Hayes, will join us in wishing him the greatest success and happiness under the new conditions and in his new home on the equator.

## A EUROPEAN CYCLE TOUR.

MR. F. A. ELWELL, of Portland, Me., issues a very attractive and comprehensive circular on his proposed European cyclists' excursion to start from this country in May next.

After much careful consideration the following route has been selected:

IRELAND—Cork, Fermoy, Clonmel, Kilkenny, Carlow, Dublin. ENGLAND—Liverpool, Chester, Birmingham, Coventry, Warwick, Stratford-on-Avon, Oxford, London, Brighton, New Haven. FRANCE—Dieppe, Rouen, Versailles, Paris, Fontainebleau, Melun, Joigny, Montbard, Dijon, Auxonne, Dole, Poligny. SWITZERLAND—Geneva, up Lake Geneva to Villeneuve, Aigle, Gesseny, Thun, Berne, Lucerne, up Lake Lucerne (make trip to top of Rigi), Brunnen, Zug, Wädenschwyl, Wesen, Rapperschwyl, Zurich, Schaffhausen, Basel. GERMANY—Strasbourg, Baden-Baden, Heidelberg, Mayence, Coblenz, Cologne; from here steamer will be taken part or whole of distance to Rotterdam, where the tour proper will end, leaving members free to carry out any private scheme of travel. Steamer can be taken here for England (six hours) and rail to Belgium, France or Northern Germany.

The pace will be an easy one, and made with a view so that ample time will be given for sight seeing. It is expected the party will reach home about the first of September, and the cost of the trip will be about \$400 per capita.

Safeties are recommended as the proper wheel to use, and one with good luggage carrying capacity should be selected.

It is also suggested that members of the party join the C. T. C., of which Mr. F. W. Weston, of Savin Hill, is Chief Consul for the United States.

The party will be limited to twenty-five in all. For further particulars address, F. A. Elwell, 152 Pearl street, Portland, Me.

"PEDAL AND PATH," one of the most entertaining stories of a bicycle trip over and back across the Continent ever written; see advt. Send in 25 cents for a copy. It's value received.





NOTES BY  
THE "CAVILER."

FROM my perch over the transom of Room No. 6, Parker House, I had an excellent opportunity to witness the effect of the very unexpected and consequently dramatic entrance of ex-Captain Whitney into that room, during the special meeting of the Boston Bicycle Club on last Tuesday evening. It was a wonder to your faithful henchman that the little Captain was not torn limb from limb, so enthusiastic, so demonstrative were his friends. The New Mexican stood the hand shaking and the hauling like a good sheep ranchman that he is. It was refreshing to see the stately Josiah S. Dean beam down from his six feet of altitude on to the five feet five of the returned wanderer. I do not know if tears of joy dimmed the specs of the present worthy Captain Kendall, but I noticed that he wiped his glasses in a suspiciously frequent manner. A great many of the gentlemen present were strangers to me, but there was one other than those already mentioned, who attracted my attention from the whole-souled, hearty, unctious manner with which he greeted Whitney. This gentleman was tall and rotund, and the very quintessence of good nature, if I am a judge of face, but just before I had to descend from my coign of observation I heard Whitney address him by the familiar title of "Dick." Yes, "Dick;" but Dick who! Can any one answer the groping Caviler?

You will remark that I hinted at a sudden descent from my perch. Well, yes, I did have to beat a hasty retreat, and I am afraid undignified retreat, but with my usual good luck I escaped detection. I, however, waited downstairs until the meeting adjourned, and then hung round to see if I could pick up some points as to Whitney's reason for coming home. I did not get much satisfaction, but judging from the fragmentary remarks I heard from Whitney I think that New Mexico and he are not congenial.

It is very pleasant to get postals and letters from prominent wheelmen that my notes are missed when material is lacking, and I fail to send in copy. As my work is sedentary and of a character that accumulates when I am away, I found lots to do on my return last week from New York, hence I have been unable to get around much.

WHAT is in the air, and is it a fact that a cycle club on a large scale in Boston cannot be made a success? My query is made because of the late action of the Massachusetts Club. When I came to Boston three years ago, the club was on the very top notch, and now to see it "dying, dying" is a very sad comment on the condition of bicycle clubdom in the hub. While walking along Washington street the other day I noticed Peck and two other men who I took to be Massachusetts men standing on the corner talking. Now I am opposed to eavesdropping, but as I passed I heard enough to convince me that Peck was talking "cause and effect" pretty strongly. The question as to whether a strictly bicycle club on the splendid lines of the Massachusetts Club can be run successfully in Boston has been pretty (un)satisfactorily answered by pointing to this case. The management of the Boston Bi. Club called a halt last summer and until now have been without headquarters. I hear that steps have been taken to secure proper headquarters, and that the club will not be much longer without a home. This club, however, acknowledges that the social element has strengthened the backbone of that organization greatly. I am inclined to believe that purely bicycle clubs with expensive houses will prove a losing venture in other places besides Boston.

WITH the departure of our well-beloved and much-esteemed Chief Consul H. W. Hayes for Brazil the question has already been broached as to a fitting successor. I heard the name of a certain "Jack" Seward mentioned, and why not? "Jack" is a good fellow and level headed withal. Another name I heard bruited was that of Doctor Kendall. Well, there are two good nominations by the Caviler; if there are any better, name 'em! Hayes has been a good Chief Consul, and any one less active and efficient will scarcely fill the bill. There is the right man in Massachusetts now who can name better names than I.

PORKOPOLIS NOTES.

"STAR."

A SERIES of races next season, it is believed by many, would intensify the interest in cycling and increase the number of the knights of the wheel. Several spasmodic efforts in that direction have been made during this year. Early in the season a road race was run for a medal offered by Mr. A. A. Bennett. Later several races were run in connection with the Carthage Fair. Even if we had the right to drive our wheels along the public highways at the rate of seventeen miles an hour, the only one at all suited to the purpose is the Carthage, Glendale and Hamilton pike, but it abounds in ruts and is always heavy. The only track to which we have access is the one in the Carthage Fair Grounds, but it is over nine miles from the heart of the city, and is never in the best condition. If we expect to make track racing a success we must have a course nearer the heart of the city in order to give prospective contestants abundant opportunities to practice. The following are some of the locations suggested where a track might be built: The Athletic Club's grounds, the Cincinnati Ball Park and the Zoological Gardens. The two former are objectionable for obvious reasons, but the latter has much to commend it; still it will depend on whether the corporation controlling that resort can be made to see that it would pay. If those interested expect to do anything towards securing a track for next season, now is the time to begin.

THE "Veloce" Club now have a library and gymnasium, and both well patronized.

As several members of the C. B. C. were ploughing through the mud in the streets of Lockland, O., on the Sunday after the presidential election, they were asked if they were out paying election bets.

THE Kenton Club who are determined not to be outdone by the C. B. C. in providing amusements for the winter, are organizing a "Kazoo" band, with guitar, banjo and violin accompaniment. Now look out for a rapid depreciation in the value of real estate in that neighborhood.

FROM the frequent and continued rains it begins to look as if the riding season, as far as the outside of the city are concerned, is about at an end. But when the boys gather about the Thanksgiving board next Thursday to masticate the juicy turkey they will no doubt recall much for which they should be thankful; there were but two Sundays prior to Oct. 1 when the rain at all interfered with riding, and then the crop of spring chickens—my!

THE squabble in the Terre Haute Club, referred to in the News and Comments in the BICYCLING WORLD AND L. A. W. BULLETIN of Nov. 9, only emphasizes the folly of permitting either political or religious discussions to disturb the harmony of a bicycle club. While it is extremely doubtful if they are ever the cause of any one changing his belief, it is absolutely certain that they are productive of enmities and hard feelings that will sooner or later result in a disruption of the organization.

NEW YORK.

"HAWKSHAW."

To show what concerted action can do to influence those in power, the following is an example: On Wednesday fifteen members of the Fordham Club, a small, social organization, appeared before the Park Board and asked that ten feet on each side of Jerome avenue, from Kingsbridge road to Fleetwood park, be macadamized. They represented that the avenue became impassable in wet weather on account of the mud, a statement that I am sure can be certified to by every wheelman, and that in such cases the macadamized strips became a necessity. The Board promised to do as requested, and the result will be hailed with gratitude by every rider here, be he a horse or cycle one. See what organization does. Will anyone say that the same number of citizens of an equal status would have had the same effect? No, decidedly not. It was the name of an organization that these petitioners claimed to represent that carried the weight with their request.

THE New York Club now proposes to make things particularly lively in their new house this winter. The appointment of the well-known writer of things theatrical, John Reginald Blake, as Chairman of the Entertainment Committee, at once sets the seal of success upon the New Yorks' social aspirations, and we shall now see what we shall see.

OF late years there has grown up in wheel clubs a custom of bedecking their members with medalistic mementoes of miles measured, or to express the idea less alliteratively, the bestowing of prizes for various riding feats of the members. The excuse given



for this numismatic system of reward, on the part of its supporters, is that riding must be encouraged in the clubs, and that this means is best reached by the offering of these glittering incentives to the members. I am of the opinion that the idea and the practice are both wrong. When a man becomes a member of a wheel club he does so, as a rule, to receive the companionship of his fellow members, and to secure at the same time the comforts and conveniences of a club. The club man is usually supposed to be a rider who rides for sport, seeking as a reward for so doing only the pleasure and health that must at all times result from any indulgence of cycling in moderation. This at least is the theoretical position he occupies and is the one that should be encouraged. Now the medal maniac occupies no such logical or sensible position, either in club or wheel world, and is an excrescence upon the body cycling that should be lopped off and extirpated by the dissecting knife of censure. The offspring of this medal-giving plan of encouraging cycling is that particularly unpleasant individual, or machine, known as a "mileage crank," who views the rising or the setting of the sun simply upon the basis of how many miles old Sol. has travelled in the journey, who states his astronomical distances by a figuration of how many years it would take him to ride the distance between earth and planet. In fact he resolves everything in life into a question of miles and machine. The product is not a credit to cycling, and should not be encouraged. To the mileage fiend everything is sacrificed that in the end he may wear a medal advertising the fact that he has been idiot enough to cast aside the comfort, health and pleasure of riding to gain a given number of miles during the year. Really I do not think this picture is over colored, it is unfortunately but too correct to suit those who recognize this evil. Cycling, like virtue, should be its own reward, and not a seek-to-be the recipient of any unworthy encouragement in the above shape. Any rider who, belonging to a club, can find no other encouragement to ride than in being awarded a medal to do so, had better be given a nice pleasant nook in the club room and allowed to sit there undisturbed, till accumulated dust of years has dimmed his incipient insanity and produced a sane rider out of him. I do not think these riders "for revenue only" are a success.

## CHICAGO.

## THE "STROLLER."

THE programme for Thanksgiving Day has been slightly changed, and instead of a "follow-my-leader" chase there will be a grand hill-climbing contest in Lincoln Park, weather permitting. This will be under the management of the "Chicagos," and all wheelmen are invited to enter the contest. There will be three prizes—i. e., a first, second and third—all medals. This ought to be well worth seeing, and will probably bring out a goodly field of contestants, although I look upon Will Thorne as a sure winner of first prize.

CARLSON says he is not going to resign or anything of the kind from the C. C. C. I am glad to hear it; he is too valuable a man to lose.

RANDALL says he is not in the field for the Presidency, or any office, next year. What's the matter with Thorne? Can they get a better one? I think not.

JIM SIDEBOTTOM says it is pretty hard to be mentioned in the *Referee* at all, but when they drop into poetry over him, why that is more than human nature can stand, and now he is looking for gore, and not Chapin & Gore either.

THE three "Cs" will give a turkey raffle Wednesday evening, the 28th, and from the amount of fun that was gotten out of the one last year there will probably be a full attendance at this one. All wheelmen are to be invited, and a jolly time is promised.

A POOL tournament, between teams from the Lincolns, Illinois and Chicagos, is a fixture for the near future. Just imagine Oliver, W. A. Davis, C. C., and Garden engaged in a loving game of pool, with Tom Roe as referee. What a game that would be.

STEVENS and Whitgreave had a good joke on the Fort Dearborn men. As soon as consolidation seemed to be an assured fact they hastened to join the Chicagos, and are now full-fledged members of the C. C. C., much to the surprise of the Fort Dearborn fellows.

THE Douglass Cycling Club, a promising West Side organization, gave their opening reception and ball Thursday evening last, and it was a very pleasing affair. John M. Stout, the trick rider, gave an exhibition of his skill on the "Star." Dancing until the "wee small hours" concluded the entertainment. They are a jolly set of men, those Douglass Club boys, and may the club live long and prosper.

"ALABAMA" says the "Thursday nights" at the Chicagos' Lake

avenue club house have fallen into the hands of a certain clique of ladies who run things entirely to the exclusion of the others. This may be so, but the only cliques I have been able to discover are two, the stay-at-home clique and the clique composed of the ladies who are there ladies' nights. Bring your wife around, "Alabama," and after one evening I will guarantee she will leave the stay-at-home clique and join the other at once.

HEAVENS! but how the poor "Stroller" caught it this week; all on account of saying that some wheelmen regarded those Roe-Randall records with a slight grain of suspicion. Roe is out with a challenge of a thousand dollars as to what he can ride next year, from April 1st to Nov. 1st, and refuses to wear the medal given by the club, while Randall says they can say what they please but he is going to wear that medal—he worked too hard to get it to give it up; and every old Fort Dearborn man seems ready to thrash the "Stroller" or the first "knowing one" he comes across, for insinuating anything about those records. In fact I have heard some of those whom I had heard speak of the records rather doubtfully now say that there is not a shadow of a doubt about the records being accurate. I myself do not doubt the records, but simply stated what I had heard.

## NEWS

## AND COMMENT.

THE Washington *Hatchet* complains bitterly of the recklessness of some of the cyclists of that city. This paper says: "A couple of persons were more or less injured during the past week, by being struck by bicyclers turning corners at full speed." The *Hatchet* suggests a few well advised arrests as a good remedy.

OUR advertisement of premium offer of TEXAS SIFTINGS was crowded out this week, but the offer still holds good; (i. e.) \$2.00 for the WORLD and SIFTINGS for one year to new subscribers, and \$1.25 for TEXAS SIFTINGS for one year to League members and present subscribers. Send in your order; postage stamps *not* received.

THE Brookline (Mass.) Cycle Club are discussing the advisability of moving into larger quarters.

CHIEF Consul Bidwell of New York was in town last week, for a day, on League business.

REMEMBER that Wm. Read & Sons deal in all kinds of sporting goods. See their advertisement and send for a catalogue.

ELMER G. WHITNEY has returned from the land of the Zuni and is glad enough to get back to the effete East. We are glad to see him.

HAVE you sent for a catalogue of the Kodak? This little instrument is creating a great furor among cyclists. To see one is to buy.

VICE PRESIDENT H. W. Hayes leaves for Para, Brazil, January 1st., under a few years' engagement with a large Boston Commission house.

THE Massachusetts Club vacates the premises occupied by them on Newbury street. The matter of new and more modest headquarters is under discussion.

THE Springfield (Mass.) Club management is making preparations for the winter. Additional boxing gloves, foils and home trainers are being put in stock.

A CORRESPONDENT writes us that Terre Haute is pronounced *Terre Hot*, and that the name is very appropriate as the *earth* is *very* hot round there since the political split in the bicycle club.

"SENATOR" MORGAN has been quite ill with a fever at Fort Valley, Ga. He writes that he fell into the hands of some good samaritans, otherwise he might have had to go to the hospital.

THE bicycle has been a very prominent feature in the parades during the late campaign. One of the most successful of these bi-cyclical-political organizations, was that of the Fostoria, Ohio, Club.

THE town of Wakefield, Mass., is about to make purchases of road making machinery, and the riders of that town are consequently happy over the prospective improvements of the highways.

THE articles on road making just completed in the official part of this paper are being put into pamphlet form, and will be distributed by the L. A. W. free of charge to those who can use them to good advantage.

A BROOKLYN exchange, in describing a race, says "the riders quickly donned thin racing suits and *geared their wheels!*" The



aforesaid paper had better employ a cyclist to do its reporting of cycle events.

W. S. MALTBY, the professional trick rider, has issued a challenge, through the New York *Clipper*, to all the world. He has made a deposit of \$50 with that paper and is anxious to have it covered. Who will meet Maltby and contest for the trick riding championship of the world?

THE local championship of the city of New Bedford, Mass., was lately decided in a match race between H. E. Sisson and F. Clark. The distance was about 4 1-8 miles, and the race was won by Sisson in 16m. 50s.; Clark ten seconds later.

"It is a safe bet that Seneca Falls can boast of the worst roads than any other place in the United States." As the above item is taken from an Auburn, (N. Y.) paper, this statement must of course be swallowed with a grain of salt.

RICHARD GOLDEN, who is an actor as well as a cyclist, has written a play with the bucolic title of *Jed Prouty*, which, if his bicycle does not give him a fatal "header," he will inflict on the public in futurity and personate Jed himself.

*Bi. News* does not think any great shakes of Windle because he is only five feet six inches, and rides a 53-inch wheel. "He is not big enough." Has our worthy English contemporary forgotten that Temple was just about Windle's size? Was he "big enough?"

A COMPANION WANTED—"I would be pleased to know of one or more wheelmen contemplating a twenty or thirty mile 'spin' in this vicinity (weather permitting) whom I might accompany Thanksgiving, Nov. 29th. Wm. Stanton Macomb, 45 Saunders avenue, W. Philadelphia, Pa."

MR. AND MRS. J. S. DEAN received at their home in South Boston last week Wednesday. The affair was a brilliant one, and many of Mr. Dean's friends in the cycling world were in attendance. Mr. and Mrs. J. S. Dean will reside at 935 Broadway, South Boston, the residence of Hon. Benj. Dean.

It has been held by an English magistrate that ten miles an hour is riding or driving at a furious pace. It is the hope of many London riders that the N. C. U. will bring the matter before the proper authorities so that a rule establishing the lawful pace of a rider in the Metropolitan district will be made.

ERRATA.—L. A. W. No. 13425 quotes from our *Terre Haute* correspondent, "Wabash," the item that states Probst and Hulman climbed Probst hill four and five times respectively without a dismount, and that Probst hill is 800 feet long and has a rise of *about one in three*. L. A. W. 13425 then very properly says, "I don't believe a hill 800 feet long with a rise of one in three can be ridden by any living man." The gentleman is correct; the copy stated one in *thirteen*, our types got it one in *three*, which was incorrect.

A FUNNY incident is told by an English paper—that is, funny to all but the person most interested—happened to an Irish safety rider some time back. He was on his way down hill, when he came across and rode over the iron hoop off a cask. This threw him somewhat heavily, and as it was after dark he was unable to understand the reason of his fall. Imagine his surprise, therefore, when a bystander came running up with the said hoop, remarking that the bicyclist had dropped part of his machine on the road. Where the iron had come from he did not attempt to explain, but no doubt he thought it one of the wheels.

WITH the splendid roads France boasts of it is curious that cycling and touring among the French is not more popular. An exchange, speaking of a tour made by Mr. Joseph Pennell from Dieppe to Marseilles, states that during his ride of some one thousand miles he did not meet a single cyclist. Mr. Pennell states that his daily expenses averaged about 7f., or \$1.40. He adds: "Not only can you ride all the way down hill from Lyons to Marseilles with the minstrel, the north wind, at your back, but by climbing up to Alais, on your return, you come down by the valley of the Allier all the way to Nevers with the south wind. This round trip is one of the most wonderful in the world, the return journey being through the Cevennes."

It is very amusing to notice in our English exchanges the solemn way with which the champions of the ordinary vs. safety keep up their discussion. Ever since the dwarf cycle came into prominence the wordy war has waned and waxed, but never entirely stopped. Such discussions are to a certain extent very interesting and must be of inestimable value to the manufacturer. But taken from a purely rider's point of view, what Mr. A. and Mr. B. says to the effect that the safety is a craze, a fad, or that the ordinary is doomed, is absolutely of no value as an opinion. The safety is not a fad, a

temporary craze, and the ordinary will prove a very active factor in the cycle business for many years to come. As we before have applied a homely saying to this subject and to the disputants, "Both are wrong and both are right, and both are very impolite."

BEFORE election ten Republican members of the Poughkeepsie (N. Y.) Bicycle Club made a wager with ten Democratic members of the same organization that Harrison would be elected, the losers to draw the winners in a wagon from the club rooms in Catharine street to the Post Office and return, and also to pay for a supper. Of course the Democrats were beaten, and paid the bet like men, on Thursday evening. The weather was rainy and the walking in terrible condition. There were nine Democrats attached to the wagon, while nine Republicans rode inside. In the wagon was a transparency bearing these words: "It is no more than we expected." Fireworks were discharged at intervals from the wagon. There was a large crowd gathered on the street, and at all points the paraders were saluted with fire works and bonfires. The march from first to last was an enthusiastic one and attracted much attention.

GEORGE B. THAYER, in the New York *World*, writes that he took his first "European" header as follows: That afternoon, just before reaching Montelimar, I took the first fall of the whole trip of over two thousand three hundred miles. I was riding along at a twelve-mile-an-hour gait when a long-haired, miserable-looking dog ran out of a house to accompany me for half mile or so. There was nothing uncommon about that, nor did I mind it much, for the dogs are so thick in Southern France that it was nothing unusual to have three or four at once barking at me as I rode along through the more thickly settled portions of the country. But this dog, singly and alone, brought me to the dust after a ride so long without a tumble. Whether the dog got careless and ran too close to the front wheel or whether, in turning slightly, I bore down upon him, I shall never know; but I do know that, going at the high rate of speed I was, I suddenly struck, full length, on my stomach, in the road, 'way head of the machine, dog and everything. I could not at first realize what had happened, but when I saw the dog running for home, with a reproachful look in his face, I knew I had done something to, at least, hurt his feelings.

If the following modest claim and request should chance to meet the eye of the President-elect and come to the notice of the Republican members in the National Senate and Congress, we have no doubt but that gratitude will so swell their individual "buzzums" that each and every one of them will make it his personal business to see that our correspondent's suggestion is at once carried out. We quote: "Now that the smoke of battle has cleared away, and we find that the G. O. P. has made a clean sweep, and that a continuation of high tariff is thereby assured, the question arises, what shall we do with the surplus? I would suggest that, as the G. O. P. owes their success to the wheelmen of this country for furnishing them with their campaign cry ('he's all right'), they should appropriate as a starter, well, we would be satisfied with a hundred million dollars, to be divided among the different States of the Union, to be expended in grading and hardening a line of highways between all large cities, no grade to exceed one in fifteen. This would serve a triple purpose. First, it would set the surplus afloat in the hands of the poorer classes; second, it would give our unemployed labor work; third, and greater than all, it would give us roads that would not be (as they are now) a national disgrace."

#### FROM PITTSBURG, PA.

MR. W. D. BANKER, of Pittsburg, Pa., paid us a very pleasant call last Tuesday, and from him we learned many points of interest from the black country.

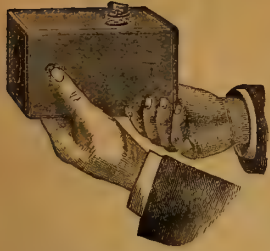
In the matter of distance over which Messrs. Banker Brothers made their famous record, on a Swift tandem bicycle, we have been promised a survey of the road, showing the grades and the exact distance, from the hands of the City Engineer. We understand that the survey shows that the finishing point is some three feet above the point of starting. In making the record it seems that five watches were held, and the time claimed, 2.38, was the highest any of the watches showed, some of them giving as low as 2.37 3-5.

A great six-day bicycle race between nine female riders is to be started next Monday, Nov. 26. All the contestants are new hands, that is, none of them ever mounted or rode a bicycle until some few weeks ago. Mr. Banker says that some of the girls have developed a wonderful power of speed and endurance, and that a close and interesting race may be looked for. Pittsburg is all agog, and very much interested in the coming race.

A big effort is being made to consolidate the bicycle clubs of Pittsburg, and Mr. Banker has hopes that this end will be attained.



# A CAMERA FOR WHEELMEN---THE KODAK.



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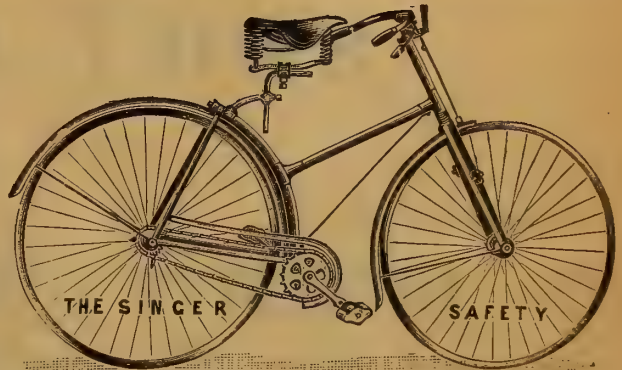
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ROCHESTER, N. Y.

Price, \$25.00.



# SINGER CYCLES

WE had the pleasure of trying one of the Singer Safeties the other day, and we can bear witness to the excellence of its running qualities. We soon mastered the steering so that we could run it without hands. Although the machine was geared up to 57, we found no difficulty at all in driving it up good stiff hills.—*From Bicycling World and L. A. W. Bulletin, Oct. 26, 1888.*

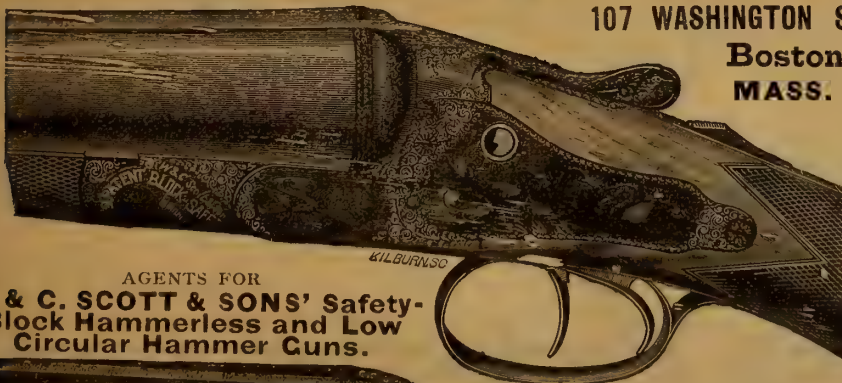


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# **EASTERN ROAD CLUB CUP TIE.**

NOVEMBER 8, 1888.

"E. P. Benson established a Safety record for 23 miles in the time of 1h. 35m. 25s."--*Bicycling World*, Nov. 16th, 1888.

The Machine ridden was a

## **SWIFT ROADSTER.**

*Catalogues Free.*

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|---------------------------------------|----------------------------|--|--------------------|
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| ARE                                   |                            |  |                    |
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| MFG. CO.                              |                            |  | SPRINGFIELD, MASS. |



We were told that the Pittsburg men were very anxious to have a go at the celebrated Wilmington road team. It seems that the affair was talked over at Buffalo, but naught has come of it. The team that the Pittsburg men would put up against the hitherto invincible Wilmington aggregation would be the Banker brothers and F. G. Lenz. It is now so late in the season that the idea of a race for this season at least has been abandoned.

#### WON'T THIS RECORD STAND A WHILE?

##### EAGLE ROCK RIDDEN TWENTY-FOUR TIMES.

J. H. SHURMAN, of Lynn, quietly waited until all the record fiends had taken their fill of tackling Eagle Rock hill, and then he took the train for Orange, N. J., and proceeded to just knock the spots off all previous attempts. On Sunday last a large number of riders started out to Eagle Rock because they had heard that Shurman was to make an attempt on the record. New York, Brooklyn, the Oranges and Newark were well represented. The weather was cold, too cold for excessive athletics out of doors, and the wind blew strong from the northwest. Shurman dressed warm, and with a silk handkerchief about his throat, mounted his Springfield Roadster and at precisely 8.50 was given the word go.

The length of Eagle Rock is placed at 4650 feet; average grade, 8 in 100. For 1400 feet the grade is from 7 to 11 in 100. The easiest grade in 7 in 100, and the heaviest 12 1-2 in 100. The altitude of hill is 185 feet 4 inches.

According to the above figures Mr. Shurman travelled about 42 1-5 miles in accomplishing this wonderful feat, and really many of the spectators grew tired, through sympathy, watching Mr. S. in his grind up hill and down.

The times per round trip and for the total distance are given below:

Start, 8.50.

|    | Finish. |    |    | Round Trip. |    |    |    | Finish. |    |    | Round Trip. |    |    |
|----|---------|----|----|-------------|----|----|----|---------|----|----|-------------|----|----|
|    | H.      | M. | S. | H.          | M. | S. |    | H.      | M. | S. | H.          | M. | S. |
| 1  | 9       | 03 | 05 | 13          | 05 |    | 13 | 11      | 55 |    | 17          |    |    |
| 2  | 9       | 16 | 30 | *13         | 25 |    | 14 | 12      | 13 | 20 | 18          | 20 |    |
| 3  | 9       | 30 |    | 13          | 30 |    | 15 | 12      | 33 |    | 19          | 40 |    |
| 4  | 9       | 42 | 20 | *12         | 20 |    | 16 | 12      | 50 |    | 17          |    |    |
| 5  | 9       | 56 | 35 | *14         | 15 |    | 17 | 1       | 07 | 40 | 17          | 40 |    |
| 6  | 10      | 11 | 45 | 15          | 10 |    | 18 | 1       | 23 | 35 | 15          | 55 |    |
| 7  | 10      | 26 |    | *14         | 15 |    | 19 | 1       | 38 | 55 | 15          | 20 |    |
| 8  | 10      | 40 | 20 | *14         | 20 |    | 20 | 1       | 56 | 45 | 17          | 50 |    |
| 9  | 10      | 53 | 45 | *13         | 25 |    | 21 | 2       | 17 | 47 | 20          | 55 |    |
| 10 | 11      | 08 | 05 | *14         | 20 |    | 22 | 2       | 36 | 30 | 18          | 50 |    |
| 11 | 11      | 23 | 20 | 15          | 15 |    | 23 | 2       | 54 | 20 | 17          | 50 |    |
| 12 | 11      | 38 |    | *14         | 40 |    | 24 | 3       | 14 | 15 | 19          | 55 |    |

\* Beats Coningsby's round trip time.

It will be seen by the above that Shurman beat Coningsby's record for 13 trips by 12m. 57s. Coningsby's time was 3.17.57, while Shurman did the 13 trips in 3h. 5m. The finish was made at 3.14.15 P. M., and Shurman's riding time was 6.24.15.

The timers were E. J. Desker, F. Brock, F. P. Prial.

Considering the tremendous feat, Shurman showed up pretty fresh at the finish.

His mount was the Springfield Roadster, and we doubt if this record established by Mr. Shurman will be beaten for many moons to come. Certainly 1888 will not see it bettered.

#### BLOOMFIELD (N. J.) CYCLERS ON EAGLE ROCK.

ON the morning of Nov. 13th Mr. Wm. Van Wagoner broke all previous records for speed on Eagle Rock. His feat was timed by Mr. John Shurman, of Lynn, Mass., Mr. Howard A. Smith and friend of Newark and Mr. John V. L. Pierson of Bloomfield. Mr. Van Wagoner rode his 39-inch Star safety, and started from the willow tree at 10.55 A. M., and passed the summit at the sign, "No trespassing," at 11.01.47. This is fifty seconds under Greenwood's record, made on July 26th last.

At 4.17.20 on the afternoon of Nov. 13th Mr. John V. L. Pierson started on his attempt to beat his own record of two round trips, made last week.

Mr. Pierson's ride was witnessed by Mr. Philip Young, Mr. Wendall M. Strong and Mr. Wm. Lamson, all of Montclair; Mr. John Shurman, of Lynn, Mass.; Mr. Raymond Ball, of Orange; Mr. George Oakes, of Bloomfield; Mr. Fred Coningsby, of Brooklyn; and Mr. Wm. Van Wagoner, of Newport, Rhode Island. Dr. Gray, of Orange, was also present a part of the time.

The first up trip was finished at 4.26.56, making 9m. 36s. for the climb. On the second trip the summit was reached at 4.44.25; the third, at 5.04.56; the fourth, at 5.27. (Time of start was 4.17.20; time finish, 5.37.20.; elapsed time, 1h. 20m.)

The Bloomfield Cyclers boast the membership of both Mr. Van Wagoner and Mr. Pierson. The wheel ridden in this climb was a 52-inch Light Champion, with cranks at 5 1-2 inches.

#### CONINGSBY HAS A GO AT THE "ORDINARY" RECORD.

DURING the time that Shurman was making his great ride, Fred Coningsby made a successful attempt on the ordinary bicycle record, which was held by J. L. V. Pierson, in 1h. 20m. for four times. He mounted the hill and down again four times in succession, in 55m. 55s., thus beating Pierson's time by 9m. 45s. Coningsby rode a Victor Light Roadster, and he was timed by F. J. Desker and F. P. Prial.

#### EAGLE ROCK AND THE BLOOMFIELD CLUB.

I HAVE noticed in your paper an advertisement and an account of Eagle Rock Hill having been climbed on a crank wheel lately for the first time.

Several years ago R. D. Mead, on an old wheel, climbed this hill, and about a year since Dave Oakies was successful in an attempt; these men both on cranks of an old pattern, and with the same saddles and cranks used by them in daily riding.

To-day, at Irvington, the Bloomfield Cyclers and Elizabeth Wheelmen had a twenty-five-mile hare and hound run or paper chase, it being something novel in contests in this county I mention it; the Bloomfield Cyclers running as hounds, and winning the contest.

T. D. P.

#### MEHLIG WINS THE 100-MILE ROAD RACE AT ST. LOUIS.

FRANK MEHLIG won the 100-mile match race with Geo. E. Tivy last week Sunday. It was a terrific strain on both men; the roads were very heavy and the hills told on the riders, as will be appreciated when we say that the 100 miles took 12 hours to cover. The course lay between the Missouri Club house and the Twenty-five-mile House. Mehlig showed the worst condition on the completion of the first round trip, and it took all manner of coaxing to get him to continue. Tivy showed up tired, but in fair condition. Percy Stone took Mehlig in hand and paced him on the second trip so well that he overtook Tivy at Bartold's. Mehlig was so used up that when he stopped for refreshments they dared not let him dismount. At the eleven-mile house Tivy was taken with cramps and quit, thus giving the race to Mehlig. It was cruel to start the men when the roads were in such a horrible condition. The men rode to the point of exhaustion.

#### KINGS CO., BROOKLYN, N. Y., CENTURY RUN.

CAPTAIN L. M. BRIDGMAN, Harry Hall, Jr., John Bensinger, Robert Hipson, and three others, of the Kings County Wheelmen, started on Sunday, at 6 A. M., to cover 100 miles. They had selected a course at Orange, N. J., which was seven and three-quarters miles roundabout, and they proposed to make the circuit of this as many times as possible. Harry Hall, Jr., had some trouble with his machine and had to give it up.

The roads were only in fair condition. John Bensinger did the best work of the day. He not only made his 100 miles, but his total score was 102 5-8. The last 16 miles he made in Prospect Park, Brooklyn, finishing at 8.30 P. M. It was not known at the Wheelmen's club house Sunday night whether any of the others had completed their 100 miles or not, but when Bensinger left Orange Captain Bridgman was still at work, and was determined to complete his run if it took until midnight.

#### SOME GOOD ROAD RIDING AT PHILADELPHIA.

THIS afternoon an attempt on the Lancaster pike ten-mile record was made by S. W. Merrihew, B. F. McDaniel and Victor R. Pyle, over the course from Wayne in to the first toll gate. The day was cold and raw, and a tremendous head wind made fast time an impossibility, but the men stuck gamely to it, and gradually Merrihew and McDaniel drew away from Pyle, who was accompanied by Jno. A. Wells, on a safety, and finished neck and neck, with a rattling spurt, in 38m. 36s.; Pyle and Wells came in two minutes later. The record for ordinaries was made by Frank Kahler, of the Pennsylvania Club, in 1886, 34.10, and Hill and Fuller, on their tandem bicycle, lowered it to 30.44 2-5 this summer. Both Merrihew and McDaniel are confident of their ability to cut down these figures on a favorable occasion. They rode Victor Light Roadsters, and Pyle rode a Springfield. Hall, of the Kings County, and Wilhelm, of Reading, were expected to ride, having written to that effect, but neither showed up.

Philadelphia, Nov. 18, 1888.

"ARIEL."

#### MR. W. H. CALDWELL DID NOT SWERVE.

Editor *Bicycling World*: In your issue of Nov. 9th, "No Name," writing an account of the Berkeley tournament, speaks of my



swerving in a driving finish and striking Mr. Edwards, the starter, knocking him senseless, and taking a header. I desire to correct the above mistake.

Mr. Edwards was leaning forward and standing out quite a distance in the track, at least three or four feet from the rope.

Mr. Bowman barely escaped him, and as I was riding slightly at Bowman's right, my right handle-bar struck him on the upper jaw. I think that the accident was due entirely to Mr. Edwards's carelessness and not to my swerving, as your correspondent states.

Yours,

W. H. CALDWELL.

New York, Nov. 12th, 1888.

HERE'S richness from the *Bi. News*: "When Abbot Bassett compares the work done by himself and his two clerks on behalf of the 1200 members of the L. A. W., and the small portion of the BICYCLING WORLD devoted to its interests, with that done by E. R. Shipton and his thirteen clerks for the 21,000 members of the C. T. C., we can only remark 'bosh.'" It is remarkable what awful mistakes the intelligent Englishman makes when commenting on things American. The italics are ours, and are intended to emphasize the fact that *Bi. News* is only 10,200 wrong in its statement as to the membership of the L. A. W. With *Bi. News*, we can truly exclaim "bosh!"

#### "ARIEL" TO THE MESSRS. WILHELM, GRAEFF AND DOUGLAS.

*Editor Bicycling World*: "Oh, that mine enemy would write a book!" has been so often paraphrased into "Oh, that mine enemy would write a letter," that I can only express my thanks to Messrs. Wilhelm, Graeff and Douglas for the opportunity thus afforded me, premising that their letter in your issue of Nov. 9th is a tissue of distorted facts from first to last.

*Imprimis*: They state that I have wilfully and maliciously misrepresented the Reading Bicycle Club, and continue, "Many false statements about us have been made by him in the past, which have been ignored by us. \* \* \* We feel it a duty to ourselves to show you the way in which your excellent journal is made use of by 'Ariel' to vent his spite on a club, the character of whose membership is far above his level." Now I simply give below every word referring to the Reading Bicycle Club which has appeared in my letters since I have been your correspondent, the dates appended being those on which the WORLD was issued:

April 4—"The Wilmington Wheel Club's racing team has challenged the Reading Club to a road race on the Lancaster pike, and intimate that the Pennsylvania Club will be likely to hear from them on the same subject. \* \* \* With Wilhelm, Schmidt, Schwartz and Scheele to represent Reading it would take four good men and fast, to capture first prize from them."

May 25—"Reading wheelmen have been invited to take part in the hill-climbing contest for the medal offered by Kirk Brown, and when Wilhelm, Schwartz and Scheele—to say nothing of Schmidt—get to kicking the pedals up grade some one has got to climb pretty lively if that medal is to stay in Philadelphia."

Aug. 24—"Four big men in a boat is the latest development of the Reading Bi. Club, Scheele, Wilhelm, Roland and —, and they are ready to take odds that no cycling club in the country can beat them on water. They row in the Columbia regatta next week." "Reading is doing well in cycling this season. I ran up to that city over Sunday and dropped in at the rooms of the Reading Bicycle Club, which are on Penn street above Fourth, and are as nicely arranged and furnished as any club rooms I have seen for a long while." \* \* \* and as the Reading Club has almost entirely given up club runs I had to wheel it alone."

Sept. 7—"Reading also was dropped from representativeness, while Wilkes-Barre and Scranton have four between them."

Sept. 21—" \* \* \* the Wilmingtonians say that if the Reading Club will only come out and name a date for the race, they will endeavor to prove to them that they can ride down here as well as at Buffalo."

Oct. 5—"The long-delayed road race between the Wilmington and Reading Clubs is also being arranged for, and will come off in the near future. Schwartz will not run on the Reading team; neither will Schmidt."

Respectfully presented as a specimen of the manner in which "Ariel" vents his spite on the Reading Bicycle Club! Comment is needless.

The only very lame leg they have stand on is in regard to the condition of the course from Myerstown to Reading, about which they have spent a great amount of space in the endeavor to prove my "falsehoods." Had they spared themselves the trouble they would have seen my own correcting comments on this subject in the next issue. Truly, a correspondent's life is not a happy one. Tom,

Dick and Harry expect the latest information, and the most accurate, in regard to size, shape, etcetera, whether it be of roads, machines, or their own sweet selves. Ubiquitous, as I endeavor to be, it is manifestly impossible for me to personally see everything, and I have to take the most reliable hearsay evidence I can procure. Now with regard to the Harrisburg pike from Lebanon down: I have often gone over it, and can truly say that I seldom did so without cussing the stony road, as all my old clubmates will witness; and although at times, after rains, it has been in good condition, it never was the equal of the Lancaster pike. I speak now of the seasons during which I rode over it, and as I had not been on it this year at all I asked for information as to its then condition from a League man in our office here, who toured over it as late as September. His reply was: "From Lebanon down the road is in good condition in places, but it has been newly metaled in many parts, and is very rough and stony. Several of the hills were absolutely unrideable, and I had to walk my wheel down." This tallying with my own knowledge of the road, I supposed it to be correct. So it was, at that time, but the heavy rains and the traffic over the road have beaten down the spalling, and McDaniel told me day before yesterday, in speaking of the race, that the road bed was as good in stretches as the Lancaster pike, but that on some of the steep hills the large, knobby stones projecting through the upper surface made rushing them at speed a risky affair. In fact, on Eckett's Hill, at the finish, the three men, Dampman, Merrihew and McDaniel all lost their pedals, through striking those stones, and rode in that perilous position for some distance.

However, the point lay, not in the surface of the road, so much as in the hilly course. The greater portion of it is nothing but a succession of steep hills, and I said then, and say now, that a crank wheel cannot be safely ridden down them at speed (these gentlemen, in quoting me, very conveniently forgot to insert the word "safely"), and neither Messrs. Schwartz, Schmidt, Willson, or any other rider will dare to say that the ordinary bicycle can be rushed down at full speed, without danger to the rider. And what is more, every crank rider who has been on that road knows it. Mr. Tucker, President of the Associated Cycling Clubs of this city, characterized the Womelsdorf hill as being like the side of a house, in speaking at a board meeting of the Division of the incorrectness of that very report in the Road Book, which they have quoted so glibly; and tourists of the Philadelphia Club, as well as dozens of wheelmen here, will bear me out in these opinions of the road. To all of which the documentary evidence can be forthcoming.

They go on to say: "Information from several Philadelphia cyclists that unless the matter were kept very secret we would be prohibited from racing on the Lancaster pike." Pshaw! There have been dozens of races on the pike this season, and I have yet to learn of an attempt to prohibit one. Only last Tuesday the 100-mile road race was run, with thirteen starters, after being heralded through all the city papers.

The whole truth (which the writers are not men enough to come out and acknowledge) is that the course was selected because its natural features were advantageous to the Star as a "down grade machine." The opinion has long prevailed in Reading that the Star was the only wheel, and public expression has been made time and again by Wilhelm and other Star riders that the crank wheel was "no good in Reading, and never would be; Star riders could lay riders of the ordinary out every time on the road, etc., etc." Now I, in common with about ninety-nine out of every hundred wheelmen in the country, have a quiet preference for the crank machine, or if I wanted to ride a safety, have always advocated one that was safe in fact as well as in name; but I see no reason why a Star man should feel it his duty to treat me as an enemy on that account. In my own club here, all manner of fun is poked at the Star riders, but none of them take offence.

I say that I wanted to see the ordinaries win in this race, and as none of the men of the Wilmington team, except Dampman, had ever been over the course, I wrote the letter to Schmidt, to which the gentleman refer in their last clause, and which they request should not be published. As they do not publish it, permit me to supply the omission. I advised Mr. S. that Mr. McDaniel would be in Reading a day or two prior to the race, in order to go over the course, and requested him, as a favor to me (and also to the Wilmington Club, who had shown him some kindness last summer) to coach McDaniel over the road and give him what points he could, stating that I wanted the Wilmington Club's machines to knock out the Stars. And for this I am termed "not fair minded or disinterested. Heavens and earth! When I think of the rot we used to hear about Stars, it makes me tired. I wrote this letter to one whom I always considered a warm, true friend; and I can only say that I present to the consideration of every honorable, high-minded man, the "character" so highly vaunted which could thus, through treachery, obtain the use of a private, confidential letter, only to publish a garbled inuendo of the same.



My private character needs no vindication with my friends, and I merely beg leave to say that if I am again attacked by *personal* abuse for exercising to the best of my ability my capacity as general newsgatherer, I shall simply publish to the cycling world at large, not only a couple of inside facts about this very road race, but also Mr. Wilhelm's interview with a Reading *Herald* representative, as published in that paper, giving his verbatim remarks on the Wilmington Wheel Club; and I rather think that the *gentlemen* among the Reading Bicycle Club will hesitate somewhat before appearing before the wheelmen of the country as endorsing said actions. Certainly I never yet heard any *gentlemen* express himself in such a manner, in public print, of an honorable competitor. Query: Wonder if he thinks the Wilmington team can race "a little bit" on their crank wheels now?

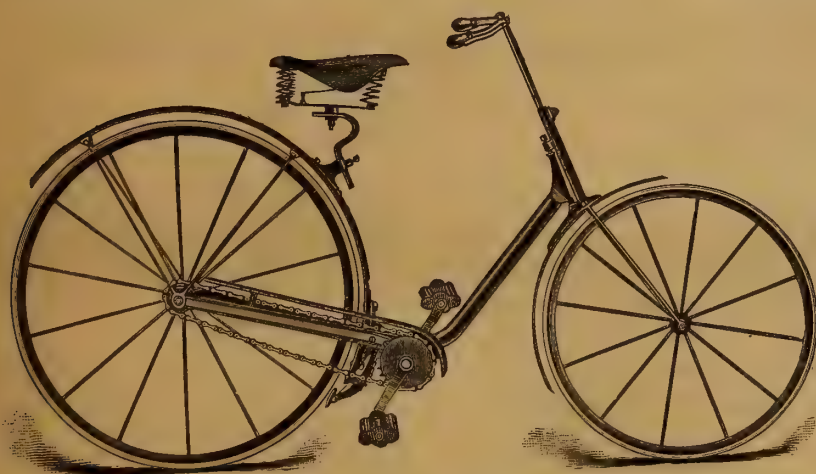
One more point and I have done. It has pleased them to refer to the character of their membership as being far above my level. The *gentlemen* of the club—and I take pleasure in stating that there are many such, some of whom are my personal friends—can best appreciate this comparison; and the Philadelphia wheelmen who attended the Tioga meet, Sept. 29th, and whose comments on the characteristic behavior of *several* of the Reading contingent, whom Wilhelm brought along to cheer him on to the victories he *didn't* win, were very much to the point, will also see the joke.

Only the letters of the past fortnight or so are quoted by them, Mr. Wilhelm conveniently ignoring all that passed during the summer. It would take too much space to reply severally; nor is it all necessary. I can prove by the Wilmington men that the understanding was that the race *should* come off on the Lancaster Pike; that they *did* want that course selected as being neutral and fair to both parties, etc.; but what's the use? It's only a tempest in a teapot after all.

Truly yours,

Philadelphia, Nov. 10, 1888.

H. CROWTHER.



THE ELLIOTT SAFETY BICYCLE.

(Sterling Cycle Co., Newton, Mass.)

We present to our readers this week, a cut and description of the Elliott safety, wooden bicycle, which, as will be seen by the cut, is made for either sex to ride. In connection with the fact that the above is a lady's bicycle, Mr. Elliott informed us that some four years ago he conceived the idea of building a safety on the present general lines, but, that on presenting the idea to some of his lady friends, they scouted the scheme as being worthless, as "ladies never would consent to ride a bicycle, no matter in what form it was made." The point of the story is that the very ladies who were loudest in their condemnation of the lady's bike, are now enthusiastic converts and riders of the narrow gauge machine.

The wheel under discussion is wooden in every part except the bearings, the saddle post, front forks, the head, steering post, handlebars, the gear wheels, the cranks, pedals, and the front part of back bone; the forks on the rear wheels are wood, as also are the mud and chain guards.

#### SPECIFICATION.

Driving wheel 30 inches in diameter, geared to 53 inches. Steering wheel 24 inches diameter. Rubber tire to both wheels 3-4 in. diameter. Length between centres, 45 inches.

The frame is "composite," so to speak, that is, the front part, steering, forks, and the backbone down to the forks of the rear wheel are of steel, and the back wheel forks are second growth hickory.

The wheels are made of second growth hickory, and are constructed the same as on the quadricycle of this firm's make.

Tires are of rubber, and are attached in the same manner as already described in these columns, and it is claimed that they cannot come loose.

The chain is of hardened steel and self oiling.

The brake is applied to rim of rear wheel by a grip lever in front of right steering handle, through the medium of a steel chain passing entirely inside the tubular frame, leaving the outside of the frame smooth and free from levers, rods, etc.

The handle-bar is adjustable, and may be turned so as to stand parallel with the frame to facilitate storing.

The backbone is so shaped as to make mounting and dismounting a very easy matter, and also admits of the machine being ridden by ladies, many of whom are now availing themselves of the pleasures of bicycling.

The weight of machine, it is claimed, will not exceed 39 pounds, "all on."

We have been invited to try this machine on the road, and we shall avail ourselves of the offer at the earliest opportunity.

For further information apply to Sterling Cycle Co., Newton, Mass.

THE St. George's Engineering Co. advise us that the 1889 patterns of New Rapid cycles are ready for the market. The patterns include a tandem tricycle and an elegant ladies' safety, light, and as usual with cycles made by the St. George's Engineering Co., strong.

THE AMERICAN RAILWAY EQUIPMENT Co. of New York, have removed their office from 45 Broadway to 66 John street, and they will represent the Crosby Steam Gage Co. of Boston, as managers of the New York branch.

CHIEF CONSUL CLARKE, of Greenville, Miss., thus writes us: "Yellow fever and bicycles will not run together, we've tried it; hence our seeming luke-warmness. Our roads have never been finer, and we have certainly enjoyed the proffered treat. On Monday last we had the pleasure of entertaining Mr. T. C. Setree, of Tennessee Division, Nashville, Tenn. Our club furnished him a wheel, and we took him for a spin around Fish Lake, and he said it was one of the most enjoyable rides he has ever taken. This is our first year as a League club; we have ten members here, also a member L. A. W. in Natchez, and we are hopeful of large additions during coming year. So let our brother wheelmen all over the States give us a helping hand and a hurrah for the Mississippi Division. We trust all L. A. W. members who visit here or Natchez will make themselves known, and give us a chance to prove to you that we are still the 'hospitable South.'"

#### BICYCLING IN BELGIUM.—IV.

BY CLERICUS.

THE next morning after arriving in Brussels the air was again full of great guns, but my war-like mood was still on, and I determined to press on to Waterloo and leave Brussels to be seen afterwards. Only turning aside to see the old Hotel de Ville, where, if I mistake not, the Duchess of Richmond gave the famous military ball on the night before the battle. Of course Byron's lines rose fresh to remembrance, spoken so often by successive generations of schoolboys. But the familiar lines regained something of their original fervor when standing on such a spot:

"There was a sound of revelry by night,  
And Belgium's Capital had gathered then  
Her beauty and her chivalry; and when  
Music arose with its voluptuous swell,  
Soft eyes looked love to eyes which spoke again,  
And all went well as a marriage bell;  
But hush! hark! a deep sound strikes like a rising knell!"

The whole scene as limned by the poet's genius starts into life again. The kindred dance in that "high hall;" the heavy sound once more, "and nearer, clearer, deadlier than before." And then the hurrying to and fro, and "gathering tears and tremblings of distress;" and then the rushing in hot haste, the steed, the clattering car, the mustering squadron pouring forward with impetuous speed. The thought of it all impelled me to mount my wheel again in nervous haste, as if to join in that rapid flight to the field of Waterloo. More slowly perhaps, and yet in the very tracks of the



English and their allies, I rode southward over the hills to meet the French, and fought over again the great conflict that wrought a change of front in the nations of Europe. No trooper could have had a harder ride than I had down that stony thoroughfare, but the contagion of sympathy with those soldier flyers who sped this way more than seventy years ago sustained and bore me onward. The falling rain for a part of the way was not the slightest impediment.

Arriving at Waterloo one realizes forcibly that the name of the battle is a misnomer, for the battle-field is still three miles further southward. There, after luncheon, I visited the house which was Wellington's headquarters after the battle, and also the village church, which is adorned with a marble bust of the hero and many tablets in memory of those who fell. I here accepted of the services of a guide, a curious Frenchman, who lost his natural height by his legs making a right angle with each other from the knees downward. I objected to his apparent inability to walk, whereupon he cut up and down the road before me at a convincing pace. As he was bright and full of information, I told him he might follow me.

On the way down to the village of St Jean of course I left my guide far behind me, but I had an escort part of the way in the persons of a bevy of children who ran along by my side, and cried in metrical chorus, "Charite! Charite!" with emphasis on the last syllable. I managed to fillip some pennies to the girls, but the boys had to scud a long way before they got their reward. One little girl still followed, unable to claim her own from her ungallant competitors. There was no help for it but to get off and put the penny in her palm and then press on at a speed that defied pursuit.

Arriving at the Hotel des Colonnes, I there waited for my guide, and meanwhile examined the curious pictures on the wall, illustrative of the persons and incidents of the battle. I did not fail to remember that it was in this hostelry Victor Hugo completed his "Les Miserables," and that he penned his immortal description of the battle, here on the field. I was shown his working room, which is the one adorned with the cheap illustrations. The landlady did her

best of course to sell me some "relics," but I steadfastly declined her persistent importunities. I would not take even a bullet that may have pierced the heart of some dead hero—who knows! Seeing I would not buy she smote me hardest of all, if she had only known it, when she said as her final words, "Americans very good to the French."

My guide coming up, I ran away from him again on the way to the Lion Monument. I turned in at what was the sunken road to Chain, and although its high banks were gone I could not but feel that I was rolling over the dust of those fated Frenchmen who poured headlong into this dreadful ditch of death, and filled its twenty feet to the level with their bodies, to be a bridge for their no less luckless comrades who crossed that bloody chasm to hurl themselves in vain against the solid squares of the English. The splatter of blood-red poppies along the roadside did not render the suggestions of the scene any less vivid.

Arriving at the Hotel du Musee at the foot of the mammoth, cone-shaped mound, two hundred feet high, made of earth taken from the battle-field, and so deforming the ground it was designed to glorify, I alighted and examined the collection of many interesting and authentic relics. Some of them were too ghastly to bear description; others, however, give one a most lively impression of the personality of those historic heroes who took part in this famous victory and defeat. It is particularly rich in the pictures both of survivors and of those who fell. Two of the mementoes especially impressed me. One of them was a brief memorandum and drawing of a road and its bridges, in the hand of Napoleon, and made by him during his Italian campaign; and the other was a pair of spurs with his capital "N" stamped on them, and found in his carriage that was captured on the evening after the battle. The contemplation of these and of the myriad other relics and mementoes of the stupendous struggle at Waterloo was a stirring preparation for a survey of the field.

(To be Continued.)



#### LEAGUE HEADQUARTERS:

12 Pearl Street, Room 27.

ABBOT BASSETT, Secretary.

#### Reinstatement.

By unanimous vote of the Racing Board, Mr. E. P. Burnham, of Newton, Mass., has been reinstated as an amateur.  
CHAS. S. DAVOL,  
Chairman.

#### Kentucky.

I hereby appoint Nelson J. Edwards Local Consul for Pineville.  
P. S. I have about twenty Kentucky road books which I wish to distribute among members who desire them.

Local Consul R. E. Turley of Richmond will be married on Nov. 15th.  
ED. H. CRONINGER,  
Chief Consul.

#### Missouri.

The following appointments have been made for this division, viz.:

Local Consul at Farmington, John H. Tetley, vice, John Koon, removed from the State.

Local Consul at Brookfield, E. H. Shepherd, vice, R. N. Bousden, resigned.

Local Consul at De Soto, M. S. Coxwell.

Local Consul at Oregon, John N. Zashman.

The resignation of Mr. Chas. J. Case as member of the Touring Board has been received and reluctantly accepted.

Yours truly,  
W. M. BREWSTER.

#### Wisconsin Division Appointment.

I have appointed the following as consuls:  
Milwaukee, H. P. Andre, 225 W. Water St.  
Racine, John W. Knight, Main St.  
Fond du Lac, W. Lamb.  
Neenah, F. C. Reese, Main St.  
Sheboygan, A. C. Prescott.  
Sparta, Louis P. Hill.  
Tomah, L. W. Eard.  
Wausau, C. J. Burt.  
Ashland, A. T. Warner.

Drummond, L. F. Owen.  
Evansville, H. H. Jacobs.  
Wausau, Frank Grout, Main St.  
Waukesha, Ed H. Paige.  
Marrinette, A. A. Brabant, Main St.  
Wauwatosa, Wm. Splitt.

#### League Hotels.

Revere, Oshkosh, regular rate \$2.00, 40 cents for meal, L. A. W. rate, \$1.50.  
Spring City, Waukesha, regular rate \$2.00, 40 cents for meal, L. A. W. rate \$1.50.  
Commercial, Sheboygan, regular rate \$2.00, L. A. W. rate \$1.50.  
Jones House, Oconomowoc, regular rate \$2.50 and \$3.00, L. A. W. rate \$1.50.  
Dunlap House, Marinette, regular rate \$2.00, L. A. W. rate \$1.50.  
Merchants, Racine, regular rates, \$2.50 and \$3.00, L. A. W. rate \$1.50.

JAY A. HINMAN, C. C. Wisconsin Division,  
Oshkosh, Wis.

#### Connecticut Hotel.

I appoint the Cooley House as League Hotel in place of the Scoville House of Waterbury.  
C. E. LAROM, C. C.

#### Tennessee Hotels.

The following hotels have been appointed up to date, and all travelling League Members are requested to stop at League house whenever possible. Other hotels will be appointed later:

#### List No. 1.

| Place.                         | Hotel. | L. A. W. Rate. | Meal. |
|--------------------------------|--------|----------------|-------|
| Clarksville, Arlington.....    |        | \$2.00         | 50c.  |
| Chattanooga, Palace Hotel..... |        | \$1.50         | 40c.  |
| Franklin, Elliott house.....   |        | \$1.00         | 35c.  |
| Knoxville, Lamar House.....    |        | \$1.00, \$1.50 | 35c.  |
| Nashville, Nicholson.....      |        | *              | 50c.  |

\*10 per cent discount from regular rates.  
Mr. Ed W. Beldin has been appointed Consul for Bristol.

Yours fraternally,  
JOSEPH R. WILSON, JR.  
Chief Consul.

#### Kansas Consuls.

I have appointed Local Consuls for this Division as follows:

Abilene, Elmer E. Judken.  
Alma, W. F. Watson.  
Arkansas City, Sam High.  
Atchison, J. B. Lottus.  
Baba, M. R. Davis.  
Baxter Springs, E. B. Corse.  
Belle Plaine, D. L. Hall.  
Burlington, W. C. Kerr.

Cawker City, V. B. Tulane.  
Cliffin, G. A. Dusenburg.  
Clay Center, Otho S. Huston.  
Clyde, E. D. Curtis.  
Colwich, W. B. Powell.  
Concordia, P. B. Pulsifer.  
Dodge City, Harry Ashcroft.  
Emporia, W. R. Irwin.  
Fort Leavenworth, E. M. Alford.  
Galena, H. D. Hart.  
Garden City, C. O. Harding.  
Garrett, D. K. Kirk.  
Girard, Geo. W. Barker.  
Horace, M. F. Montgomery.  
Junction City, Hiram S. Hale.  
Larned, L. H. Thorpe.  
Leavenworth, W. C. Schott.  
Lyons, J. H. Everest.  
McPherson, P. G. Wakenhut.  
Osage City, T. B. Price.  
Olathe, Albert Ott.  
Ottawa, G. S. McEachren.  
Paola, C. W. Chandler.  
Parsons, H. G. Woodrow.  
Rossville, E. F. Barber.  
Sabetha, Chas. Haines.  
Salina, Chas. C. Davis.  
Stafford, F. D. Larabee.  
Topeka, W. E. Swift.  
Wamego, W. S. Lydecker.  
Wellington, E. W. Bowles.  
Wichita, A. Jos. Henley.  
Williamsburgh, J. R. Finley.

Respectfully,  
W. C. BRADLEY,  
Chief Consul.

#### Missouri Division Touring Board.

The State has been divided into seven districts, and the following assignments have been made:

District number 2 in charge of J. M. Tryon, care Woolson Spice Mills, Kansas City.

Jackson, LaFayette, Cass, Johnson, Bates, Henry, Benton, Vernon, St. Clair, Cedar, Hickory, Clay and Ray Counties.

District number 3, Chas. J. Care Carthage, Barton, Jasper, Newton, McDonald, Dade, Lawrence, Barry, Bolivar, Greene, Christian, Stone and Taney Counties.

District number 4, J. H. Kelly, Sedalia, Mo., care L. H. Smith Hardware Co. Saline, Camden, Pettis, Morgan, Dallas, Webster, Douglas, Ozark, Howell, Texas, Wright, Laclede, Pulaski and Miller Counties.

District number 5, Walter Williams, Booneville, Cooper, Moniteau, Osage, Maries, Phelps, Dent, Reynolds, Carter, Ripley, Oregon and Shannon Counties.

District number 6, W. H. Cameron, 1712 1/2 street, St. Joseph; Atchison, Holt, Andrew, Buchanan, Platte, Clinton, De Kalb, Gentry, Nodaway, Worth, Harrison, Davies, Caldwell, Livingston, Grundy, Mercer, and Carroll Counties.

District number 7, L. H. Parsons, Edina; Putnam, Sullivan, Linn, Chariton, Randolph, Macon, Adair,



Schuyler, Scotland, Knox, Clark, Lewis, Marion, Shelby, Monroe, Ralls, Andrew and Pike Counties, District number 1, consisting of Howard, Boove, Callaway, Montgomery, Warren, St. Charles, Gasconade, Franklin, Jefferson, St. Louis, Washington, Crawford, Iron, Wayne, Butler, Stoddard, New Madrid, Dunklin, Pemiscot, Mississippi, Scott, Cape Girardeau, Ballinger, Madison, St. Francois and St. Genevieve, in charge of chairman.

Wheelmen are requested to send their road reports to the person in charge of their counties as soon as possible. Local Consuls are especially requested to assist in this matter.

ROBERT HOLM,  
Chairman.

#### Statement Cash Receipts and Disbursements New York State Division L. A. W.

JAN. 1, 1883, to OCT. 1, 1888.

##### Receipts.

|                                                                                                                         |          |
|-------------------------------------------------------------------------------------------------------------------------|----------|
| Jan. 4. A. Bassett, Sec., balance due from applications and renewals 1st quarter '87, inclusive; 27 members at 50c..... | \$135.50 |
| 273 members at 37 1-2c.....                                                                                             | 102.87   |
| Applications 3rd quarter '87, list 91 to 104; 70 members at 37 1-2c.....                                                | 26.25    |
| 198 members at 25c.....                                                                                                 | 49.50    |
| Applications 4th quarter '87, list 105 to 115; 14 members at 25c.....                                                   | 3.50     |
| 87 members at 12 1-2c.....                                                                                              | 10.87    |
| Jan. 21. R. S. Coon, Sec. Treas., balance as per his report.....                                                        | 25.88    |
| May 8. A. Bassett, Sec., applications and renewals, 1st quarter '88, list 116 to 130 inclusive; 167 members at 50c..... | 83.50    |
| Renewals, lists 1 to 14; 1699 members at 50c.....                                                                       | 849.50   |
| July 1. A. Bassett, Sec., applications and renewals, 2d quarter '88, list 131 to 145 inclusive; 13 members at 50c.....  | 6.50     |
| 366 members at 37 1-2c.....                                                                                             | 114.75   |
| 1 renewal number 7854.....                                                                                              | 50       |
| Oct. 1. Road Book, Sales by Geo. R. Bidwell. Subscriptions for Liberty Bill Fund.....                                   | 83.50    |
| Subscriptions for Relief Fund.....                                                                                      | 680.75   |
|                                                                                                                         | 52.00    |

##### Disbursements.

|                                                                                        |         |
|----------------------------------------------------------------------------------------|---------|
| 1888.                                                                                  |         |
| Jan. 4. Abbot Bassett, voucher No. 20, application blanks etc.....                     | \$18.25 |
| Jan. 21. E. S. Hart & Co., voucher No. 1, balance due Road Book.....                   | 300.00  |
| March 3. Simpson & Co., voucher No. 25, stationery and printing.....                   | 6.25    |
| March 20. Simpson & Co., voucher stationery and printing.....                          | 1.50    |
| March 21. Simpson & Co., voucher No. 23, stationery and printing.....                  | 10.00   |
| March 21. Simpson & Co., voucher Nos. 16, 21, 22, stationery and printing.....         | 7.90    |
| April 5. Liberty Bill in full voucher.....                                             | 500.00  |
| April 24. H. I. Russell, voucher No. 17, stationery and printing.....                  | 75      |
| April 30. Simpson & Co., voucher Nos. 26, 28, stationery and printing.....             | 16.20   |
| May 3. L. W. Ahrens & Co., voucher Nos. 2, 3, 4, stationery and printing.....          | 36.00   |
| May 8. A. Bassett, voucher Nos. 18, 24, stationery and printing.....                   | 6.00    |
| May 15. G. R. Bidwell, voucher Nos. 9, 10, 11, 12, 13, 19, office expenses.....        | 190.85  |
| May 15. G. R. Bidwell, voucher No. 8, stenograph.....                                  | 92.00   |
| May 16. A. Bassett, voucher No. 27, blanks etc.....                                    | 3.00    |
| June 30. G. R. Bidwell, voucher No. 35, expenses office.....                           | 55.56   |
| July 1. A. Bassett, voucher No. 28 1-2 blanks etc.....                                 | 10.00   |
| July 28. Simpson & Co., voucher Nos. 29, 30, 31, 32, 33, printing and stationery.....  | 22.75   |
| Aug. 25. F. P. Prial, voucher No. 15, Liberty Bill Fund.....                           | 12.00   |
| Aug. 25. John C. Gulick, voucher No. 36, stationery and printing.....                  | 3.60    |
| Sept. 1. E. S. Hart & Co., voucher No. 34, Road Books.....                             | 36.00   |
| Sept. 1. I. B. Potter, voucher No. 14, stationery and printing.....                    | 6.27    |
| Sept. 18. Simpson & Co., voucher Nos. 37, 38, 39, 40, 41, stationery and printing..... | 51.25   |
| Sept. 29. G. R. Bidwell, voucher No. 42, expense of office.....                        | 125.20  |
| Sept. 29. G. R. Bidwell, voucher No. 43, allowance for clerk hire.....                 | 400.00  |

\$1911.33

Oct. 1. Balance cash on hand..... \$327.04

#### Statement Assets and Liabilities New York State Division L. A. W., Oct. 1, 1888.

##### Assets.

|                                             |          |
|---------------------------------------------|----------|
| Cash.....                                   | \$327.04 |
| Road Books, 19 at 24 cents.....             | 4.56     |
| Abbot Bassett, Sec. Editor.....             | 166.73   |
| Buffalo International Fair Association..... | 500.00   |

\$998.33

##### Liabilities.

|                           |         |
|---------------------------|---------|
| L. A. W. Relief Fund..... | \$52.00 |
|---------------------------|---------|

Net worth..... \$946.33

Trial Balance, N. Y. State Division, Oct. 1, 1888.

|                                      |           |
|--------------------------------------|-----------|
| Cash.....                            | \$327.04  |
| Road Book.....                       | 1016.15   |
| Expense.....                         | 863.61    |
| Stationery and printing.....         | 204.62    |
| Abbot Bassett, Secretary Editor..... | 167.73    |
| Dues account.....                    | 3027.15   |
| Relief Fund.....                     | 52.00     |
| International Fair Association.....  | 500.00    |
|                                      | \$3079.15 |

The Committee on Finance and Audit have carefully examined the accompanying statement of receipts and disbursements New York State Division L. A. W., Jan. 1 to Oct. 1, 1888, as submitted by the Chief Consul, and have found it a correct transcript of the cash book of the Division for the period named, and that the proper vouchers for the entries are on file.

The entries to the ledger accounts have been verified and the balance ascertained to be those given in the trial balance and in the statement of assets and liabilities. Respectfully submitted,

I. REYNOLDS ADRIANCE,  
JOHN C. GULICK,  
FRANKLIN W. LOUCKS,  
Committee.

New York, Nov. 2, 1888.

#### APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as

it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 166—Total 30—11,854

BOSTON, Nov. 23, 1888.

#### KENTUCKY DIVISION—I—91.

Louisville Cycle Club.

21096 Lucas, Chas. G., 718 Second st., Louisville

#### MARYLAND DIVISION—I—464.

Unattached.

21093 Goetz, Edw. H., 623 W. Fremont ave., Baltimore

#### MASSACHUSETTS DIVISION—I—1232.

Unattached.

21095 Haven, Edw. A., L. Box 4, Florence

#### NEW YORK DIVISION—3—2453.

Unattached.

21089 Spicer, Geo. T., Adams

21097 Kimball, Chas. A., 72 Downing st., Brooklyn

21090 Mulloy, Samuel, Wappingers Falls

#### PENNSYLVANIA DIVISION—3—1475.

Pa. Coll. Bi. Club.

21094 Focht, Rev. C. G., Gettysburg

Unattached.

21092 Watts, Isaac, Belleville

21098 Whitaker, Wm. L., T'kd P. O., Cedar Grove, Phila.

#### TENNESSEE DIVISION—20—107.

Unattached.

21099 Barham, Jas. H. care Bowers Bros. Nashville

21100 Bennett, O. J., Madison and Salem sts., "

21101 Benedict, Chauncey B., care Benedict Bros., Nashville

21102 Duff, Holmes J., Office M. M. Decatur Shops, Nashville

21103 Fuller, Wm. D., Commercial Nat'l Bank, "

21104 Gilbert, J. Sykes, Gilbert Parker & Co., "

21105 Hartwell, Will H., Cumberland Lumber Co., Nashville

21106 Jones, John C., 319 Broad st., "

21107 Kerth, T. L., Valentine & Co., "

21108 Mathison, W. B., Station A., "

21109 Northern, Jos. B., 207 S. High st., "

21110 Palmer, Arthur, 513 So. Spruce st., "

21111 Phillips, Geo. L., 907 S. Summer st., "

21112 Rankin, Leland, Rankin Mfg. Co., "

21113 Reed, George, Rankin Mfg. Co., "

21114 Shannon, W. T., Rankin Mfg. Co., "

21115 Slack, Harry J., 312 S. Cherry st., "

21116 Straub, John J., 160 N. Cherry st., "

21117 Thrasher, Otho J., 1161 Broad st., "

21118 Webb, Will K., Junk Bros. & Co., "

#### VIRGINIA DIVISION—I—120.

Unattached.

21091 Probst, Fred, Old Point Comfort

## Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find \$ for initiation fee and dues in the League of American Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed,

Club, P. O. Address,

References: City

State,

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is \$1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance.

If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose \$1.50 with the application, after that date, and until April 30, 1889, enclose \$1.25.



# TIRES FOR '89.

---

The value of a bicycle tire is determined by its elasticity, durability and adhesion to the felloe, and in comparing the Columbia tires with any others in use, they will be found well to the front in all of these essentials. The Pope Mfg. Co. does not claim that the Columbia tires never get loose, but it does not hesitate to affirm that very gratifying results have been obtained by its method of cementing the tires, and rarely has any complaint of loosening been submitted. This method has been still further improved upon, and by the new process of cementing, the Columbia tires of 1889 will adhere to the felloe firmer than ever, and the percentage of loose tires be reduced to the minimum.





# THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.  
5 cents a copy.

BOSTON, 30 NOVEMBER, 1888.

Volume XVIII.  
Number 5.

## HISTORY REPEATS ITSELF

again, and we are obliged to step modestly forward and gather in another laurel leaf for the VICTOR.

This time it was at Philadelphia, and the occasion was the

### **SPORTING LIFE 100 MILE ROAD RACE.**

There were thirteen to start, but only two to finish, and both of these rode VICTORS. The course was a hard one, being profusely ornamented with hills, but notwithstanding this, both these men broke the American amateur record, which, by the way, already belonged to the VICTOR.

No, we don't think it is fate that gives the VICTOR its success in road racing. It is a fact that they are made of the best of everything, and built to be winners.

More and better road races have been won on VICTORS than on any other machine in the market, and we submit this fact as very good evidence that they are stronger, lighter running and more reliable than any others. Ask VICTOR riders.

---

**OVERMAN WHEEL CO., Makers,**

- - **BOSTON.**

*Catalog Free.*



# WE CLAIM

that we are the only firm of importance in the cycle trade in the world who have not employed professionals, or makers' amateurs, to run bogus races! create records!! and win championships of the world!!!

We claim, That the NEW RAPID CYCLES do not need any such tinsel ornaments.

We claim for the "New Rapid," a reputation as a solid bona fide Roadster, second to none.

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## St. George's Engineering Co.,

### BIRMINGHAM, ENGLAND.

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**If You are a League Member,  
or a Subscriber to the "World,"**

Then cut this out and send it to us with **\$1.25** (*not* in postage stamps) and we will send you **Texas Siftings** for one year!!

Or if you are not at present an L. A. W. member or a subscriber to the **WORLD**, we will accept **\$2.00** (*not* in postage stamps) and this advertisement, and send you the **BICYCLING WORLD AND L. A. W. BULLETIN** and **Texas Siftings** for one year. A grand offer for a limited period.

**BICYCLING WORLD CO., 12 Pearl Street, Boston.**

 For further particulars see Page 67.







**FACTORY REMOVED FROM WORCESTER TO HIGHLANDVILLE, MASS.****Office 178 Columbus Avenue, Boston.**

MEDINA, N. Y., Oct. 5th, 1888.

SPRINGFIELD BICYCLE MFG. CO., Boston, Mass.:

Dear Sirs—In May last I purchased a Springfield Roadster, and since that time I have ridden as many miles as any rider in the country, and over every kind of road. I have ridden up sandy hills and down steep stony ones. I have ridden over rails and off of curbs; in short, my Springfield Roadster will take me almost anywhere in safety. It takes but little effort to propel it,

Respectfully,  
NEIL F. POSSON,  
Teacher 4th Grade Medina Free Academy.

"I believe the Springfield Roadster is the best wheel manufactured for all around use."

F. E. EASTLACK,  
Crawfordsville, Ind.

"I would ride no other."

JONATHAN KOLB, M. D.,  
Oxford, Ind.

"The most practical Roadster on the market."

W. H. GARDINER, Fairfield, Neb.

"Too much in favor of the Springfield Roadster cannot be said. As an all around machine it has no equal."

C. L. ROBERTS, Dunlap, Iowa.

"My No. 2 wheel runs like grease. It is the easiest running wheel I was ever on."

F. M. MILLER, Coldwater, Mich.

"I know from experience that for comfort and ease, long distance riding, over good or rough roads, it is the best bicycle made."

C. D. MCINTOSH, Salem, Ind.

"My wheel works very nicely and has never got out of order."

JOHN S. COPP, Coldwater, Mich.

"There is no doubt in my mind that it is the most serviceable all around wheel in the market."

C. E. WALKER,  
Secy. Pastime Cycling and Athletic Club, Chicago.

"I am very much pleased with the Springfield Roadster."

P. H. SERCOMBE, Milwaukee, Wis.

"It is far ahead of any wheel in the market for safety, durability and general road use. For bad roads and hill climbing it has no equal."

ROTTMAN & PUGH, Terre Haute, Ind.

"It is the wheel of all wheels."

CHAS. HEWITT,  
Arcola, Ill.

"The Springfield Roadster took the lead here early last spring and has held its own ever since. Twelve wheels were sold, over double the number of any other make. The boys all want them just as soon as they can dispose of their crank wheels."

A. LEROY, Springfield, Ill.

**Catalogue Free.**

JOHN P. LOVELL ARMS CO., 147 Washington Street, New England Agents.

SPRINGFIELD BICYCLE MFG. CO., 178 Columbus Ave., Boston, Mass.

 For further information see Page 52.

**The Greatest Work on Training Ever Published.****"THE ART OF TRAINING FOR CYCLE RACING,"**

— BY —

**GEORGE LACY HILLIER and T. H. S. WALKER.****This Volume is printed in English, French and German.**

CONTENTS—Advice to the Beginner; The Choice of a Machine; The Fittings of the Machine; The Arrangement and Care of the Machine; The Handles; The Pedals; The Head; The Tires; The Wheels; The Bearings; Oiling; The Racing Tricycle; The Gear Box; The Wheels and Tires; The Saddle Adjustment; Clothing; Foot Covering; Road Racing; Food in Training; How to Ride and Win a Race; A Few Hints to Trainers.

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FOR SALE BY THE

**BICYCLING WORLD CO.,***Sole Agents in the United States,***12 Pearl Street, BOSTON.**

 We received invoice and advices that these books were shipped from Berlin three weeks ago, and we cannot understand why they are not at hand. We must beg the kind patience a little longer of those who have ordered.





Published Every Friday

— BY —

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

## TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the *Bicycling World Co.*

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

## EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 30 NOVEMBER, 1888.

TENNESSEE has arrived at the dignity of a full fledged Division. The new Chief Consul is a worker and he has given the State a position it never before attained. A committee on the Improvement of Highways has been appointed and another committee is getting out a Road Book. Now let us hear from some of the other States that have never made themselves felt in League work.

THE retirement of H. W. Hayes as Chief Consul of Massachusetts will leave Dr. W. H. Emery, one of the most popular and energetic wheelmen in the country, to carry on the good work inaugurated by Mr. Hayes. Dr. Emery, by virtue of the office he holds as Vice Consul, will step into the shoes of the retiring Consul, which position he will hold until next July. We congratulate the Massachusetts Division that in the office of Chief Consul it is to have such a man in control as Dr. Emery. We do not for a moment doubt but that in the July election the doctor will be returned by a large majority for the office for another year. We have not heard who Dr. Emery is likely to name as his Vice Consul; we believe, however, that the selection will be a wise one.

THAT the belief in cycling racing and that the sport can be made an interesting one to the general public, is evinced by the fact that through our correspondents and through the columns of our exchanges we notice that the matter of establishing bicycle tracks is receiving warm support and attention at the hands of a good many cycle clubs in different parts of the Union. It is a significant fact, however, that these evidences of enterprise almost unanimously come from sections west and south of New York and the New England States. From Pennsylvania, Ohio, Illinois, Maryland, and in fact all the states outside New York and the New England States, where the cycle is now established in popularity, we have advices of activity in the matter of building special bicycle tracks. When

we put New York down as one of the States wherein cycle racing has seemingly lost its hold on the public fancy, we are aware we may bring down upon our devoted head the wrath of friend Ducker, and a denial from the management of the Berkely Athletic Association. As for Buffalo, circumstances are yet fresh in the memory of most of our readers, proving that the great Buffalo Tournament was not that howling success that our national pride and anxiety for the good of the sport could have wished. The great and chief cause of dissatisfaction, the miserable track, will no doubt show up in fine shape next spring, and if the Buffalo Fair people decide to give Ducker another trial we have no doubt but that much that was wrong in 1888 will be remedied and made satisfactory in 1889. It must be remembered, however, that the crowd which witnessed the Buffalo races was largely made up of people who had come to visit the Exhibition.

As to the Berkeley Athletic Association, we can only congratulate Gothamites on the fact that this association has added to its many attractions that of a scientifically constructed track on which bicycle races can be run. It must be borne in mind that this fine athletic association takes in cycling as an adjunct only.

What the future of racing in the East will be depends largely on what can be done by our *savants* of the Racing Board toward putting the present very shaky skeleton on its feet, and fill out the bone frame. work with agood substance that will recall to our minds the robust condition of the racing interests of "Auld Lang Syne."

SPEAKING of the racing days of years ago, it has rather a depressing effect on the average cyclist to visit the grass-grown surfaces of Springfield, Lynn and the old Beacon Park tracks. The latter was the first track ever built in this country specially for bicycle races. Our memory involuntarily goes back to the early days of cycling when we speak of the Beacon Park track. Frye, Stall, Dean, Claffin, Clark, Edmands and Morris were then the bright, particular stars of local fame. It was here that the Boston and Massachusetts Clubs used to send their best men and true to ride for club honors.

It was on this track that George Hendee, then an amateur, beat the then invincible Lewis Frye and Victor Place for the L. A. W. championship, and all the cycling world was agog with amazement at the feat of the wonderful Springfield boy.

It is difficult now to distinguish where the once smooth surface was as the weeds and grass have nearly obliterated all traces of the once famous track. We have personal and kindly (?) remembrances of the track, because on it we rode our one and only track race. Modesty forbids us to relate the details of that brilliant event.

## THE RESERVOIR NUISANCE.

*Editor Bicycling World:* I was very glad to read your article in reference to the Reservoir, as I think it is high time some action is taken to stop the rowdyism of the place. Three or four years ago the Reservoir was a resort for very much larger numbers of wheelmen than at present, and a class of men that no one need be ashamed of associating with. But lately the "hoodlum" element of our sport has acted so disgracefully that, while there are no doubt some decent cyclists seen there, the largest part of the gentlemen wheelmen consider the Reservoir a place to keep away from, if they have any regard for their reputation.

I have heard other wheelmen speak of this a great many times, and it seems too bad that a few low-minded and insulting loafers should not only drive away the better element of cycling but finally deprive all wheelmen of the use of the splendid drives of this beautiful park.

I can think of no suggestions to prevent the evil, but I write to show that your efforts for the cause are appreciated by at least one rider, and that the disgraceful actions of the scum of cycling have been noticed by others, and that anything that can be done to stop it will be appreciated by yours, very truly,

"NEWTON."

A COPY of the BICYCLING WORLD AND L. A. W. BULLETIN of the issue of 23 November, will find a resting place underneath the corner stone of the new Boston Library.





## THIS AND THAT.

"JACK."

I SEE that a "mannikin" writes to one of the cycling papers about a "nice vertical tread" for safeties. I should suppose he does not know what he is talking about, because if there is one thing in the world that makes a "safety" an absolute horror, it is having a saddle placed directly over the centre of the pedalling. A saddle placed well back is conducive to extra comfort, ease in steering and lesser liability to slipping on greasy surfaces. I am at present riding a "Referee" with 26 inch wheels (both) with 7-8 rubber to the rear wheel and 5-8 rubber to the front. The saddle is placed nearly over the centre of the rear wheel and I have never slipped, even while riding through crowded thoroughfares in London. Take Fleet street on a wet day and if you do not slip about considerably then your machine has little the matter with it. Although the saddle is placed upon the saddle pillar without springs of any kind there is little or no jar by reason of the large rubbers. But I should not advise any one to get wheels smaller than 30 inch front and 28 inch rear, as with the 26 inch wheels there is a decided tendency to bound or bounce about on a rough or uneven road, that is not a little trying at first and besides the steering is more difficult. The machine only weighs 28 pounds with every thing included, and is practically unbreakable though I have run over no less than five dogs; a colie, a retriever, a fox terrier, a bull terrier and another fox terrier, the same being in the order of my meeting them. Once I tried to get under the wheels of a hansom in Piccadilly Circus but escaped with my life and the machine was but little hurt.

I HAVE had my machine geared up to 68 inches with seven and a half inch cranks and find no trouble in riding the Scotch hills, though it rather took it out of one's thigh muscles at first. But on the "other side" of the hill, you can just lie down and spurt your fill. For American "roads," I think about the same gear as a man would ride in an ordinary is about right. Say a man rides a 52 inch ordinary let him have his safety geared to 52 inches. This may look like an old woman's rule, but try it, and you'll find, that, unless a man is a very strong rider, or has a machine of about 30 to 35 pounds in weight, he will do better with a *very* moderate gear. But if your machine is high geared (say over 58 inches) then look out for "heavy slogging" in rough or muddy roads. Whew! man, but it is terrible. Then the moderate gear comes in handy.

The ordinaries seem to be dying an undeserved death here. Remember me, when I say, that they take a lot of beating. In a few years, unless a reaction in public sentiment sets, there will be very few men who either care to or "dare" ride an ordinary. Now I do claim that, on a very good road, the safety is far ahead in point of speed to the ordinary, especially if there are hills to "rush," but on a muddy, stony road, with a difficult path to pick, give me my old 52 inch. Give me my old butterfly ordinary, keep your "bally beetle" of a safety.

ONE thing which has made the safety appear to be "the fast" machine, is the fact that "the fastest" riders of the ordinary were about the first to take to the safety, while the novices for the most part, clung to the tall brother. On the road to-day, one rarely sees a man who can ride an ordinary decently.

I HAVE not heard of the Ripley Road Club, or of the "Wild Earth Maniacs" or the "Freddy Cooperies," or the "Whoopie Whoopies" for some time, and I trust they are all right. Nor yet have I heard from "the land where the whangdoodle mourns for its first born on the mountains of Hipsidam and the lion roars and the monkey smokes his pipe." Not a word, not a line. Nor have I lately heard of the gay and giddy Tommy Moore, he of the society for the prevention of "trade weeklies." When I last saw him he was in the "Criterion" bar reading me some of his little gems of thought. Here was one of them: "And, as the pale, silvery moonlight glinted through the lattice casement, it cast the cold, remorseless shadow of Murrill's last year's steel spring bustle upon the old man's ash heap, and naught was heard save the flopping of the screech-owl's wings, as she ground her beak against the cold potato

which little Tommy had been using as a plug for his corn cob pipe." After this, what's the matter with American humor. *Il n'y a pas des mouches sur*, M. Tommy Moore.

IN the BICYCLING WORLD I notice that one "Hawkshaw" is in a great frame of skull to know what has become of "the very erratic individual of the hyphenized cognomen, J. Purvis-Bruce," and with rare humor, and appreciation of a choice jest, likens me to a sort of "sky-rocket performance;" thinks it about time to look for the stick, etc. Strange that a "Hawkshaw" should not be able to ferret out information, or is he only an amateur detective with a big brass star. And he is looking for the stick, is he? Well, I hope he may get it. "A bridle for the ass, and a rod (or stick) for the fool's back." In answer to Mr. Hawkshaw, I may say that fishing and shooting has been my occupation of late, and after a long tramp on Scotch moors one does not feel "very fit" (F. E. Belden?) for writing "slush" for newspapers. In Scotland I have been among well-bred people, who mind their own business.

I WONDER how the "Senator" is getting along, and if he still has a big bank account. If he comes soon to "the Cape of Good Hope" he may see me there, for thither I go for a time.

I HAVE had many letters of late from American wheelmen, and those from J. R. Stockdale of Minneapolis, "Ratchet" of Newark, F. Belden of Hartford, and others will receive attention as soon as possible.

## KANSAS CITY.

"MENTOR."

THE WORLD of this week contains an account of the United Wheelmen's new club house, but at the very last moment, the owner of the house refused to rent the house for club purposes. However, nothing daunted, the club members in the Western vernacular, "got a hustle on them," and leased a two-story brick house, only a few blocks below the other house, 1117 Broadway, and, in all probability, when this letter is read, the United Wheelmen will be comfortably located in their new quarters. The house now secured is specially adapted for club purposes, the rooms being large. Entering from Broadway, you pass through a wide hall into the reception room and parlor, practically one, the two rooms occupying the whole first floor. The floors will be finely carpeted with rich and luxurious velvet moquette. The furniture will be as equally fine. The pool table room will be in the semi-basement. The floor is specially adapted for the purpose, being alternate strips of red and white hard wood. The billiard room will be in the second story. A room in the basement will be utilized for a wheel room. The remainder of the house will be rented to club members exclusively, for private sleeping apartments. In the rear are two large verandas, where light refreshments can be served in summer time, or where a Havanna can be quietly smoked, or where a quiet tete-a-tete can be held with some dear creature. In the third story the janitor and wife will have their rooms. The parlor will be provided with an upright grand piano, the billiard room with a brand new table, the pool room with a new table also. The reading room will have a handsome book case, for the reception of books, and newspaper files. The house will be heated by a furnace, and in addition, all the rooms are provided with grates and handsome mantels. The social season will open in a few weeks. The ladies, friends of members, are taking a lively interest in the club, and they will add to the growth and success of the same. Ladies will be elected honorary members of the club. Provision has been made for non-resident members, whereby wheelmen in cities surrounding Kansas City can become members. This is a good scheme, as wheelmen throughout Kansas and Missouri who visit this city can have a club where they can spend their leisure time while in town. The fee will be nominal.

THE annual business meeting of the United Wheelmen will be held Dec. 4. It is altogether probable that a full list of new officers will be elected. The present officers are anxious to retire and give the new members an opportunity to manage the club.

D. B. THOMAS resigned from the club last Tuesday. He sails next week for England, where he will visit relatives, and then sail for Buenos Ayres, Brazil, his future residence. He will purchase an English wheel in Great Britain and take it with him to his new South American home. He was elected an honorary member of the club. His host of friends wish him unbounded prosperity in his new home.

AT last word comes from St. Louis, through "Linneus" letter to the WORLD this week, that either J. M. Hodgen or Harry Gordon will race Nelson Haynes of this city for a \$25 medal. Kansas City wheelmen are extremely sorry that the season is so far advanced that a race this season is impossible, but next season, if all parties



are willing, no doubt a race can be arranged, and Kansas City will be there.

REED SPRINGS, near Liberty, fourteen miles from this city, will be a great resort for wheelmen next season. A boulevard will be constructed, and the ride will be fine. L. A. C. Ladish is financially interested in this summer resort, and promises a delightful place to spend Sunday. A fine hotel is being built, and a number of mineral springs are near. Mr. Ladish is a member of the United Wheelmen.

## PENNSYLVANIA.

### "ARIEL."

THANKS for the compliment, *Sporting Life*. Self laudation, quotha? And a blunder in grammar? Ten to one you can't point it out. And the local cycling news in the *Times* is more complete than that in any other city paper, not excepting *Sporting Life*, and such being the case I believe in giving the journal credit for it. Self laudation? Rats! It is nothing to a correspondent's credit that a great daily has shown its recognition of our sport. The object was solely and simply to induce local wheelmen to patronize the paper which best catered to their wants; just as I have always advocated. And if *Sporting Life* wishes to become popular among cyclers its correspondent should restrain its caustic criticisms on wheel writers, otherwise he will have his hands full. Take, for example, his fling at "Duquesne" in a late issue, for which the latter gave him a flaying. A little raillery is enjoyable all round, but uncalled for rudeness only reacts on the party who so far forgets himself as to use it. The *Wheel*, too, must needs comment. Is this for cause? There is quite a large-sized African in the latter woodpile, on which "Cycle" could perhaps throw some light.

MUCH obliged for your suspension of judgment, "Westfield." The article referred to, however, was of itself such direct testimony to the truth of my remarks—to those who could read between the lines—that I was advised by a number of my friends to pay no attention to it whatever. This, of course, I could not do, as I owed it to the readers of the *WORLD*, at large, who do not know me personally, to set myself right with them. That I am perfectly able to do this let those testify who have in the past made the mistake of rushing into print without any ground to stand on. I can, on a pinch, dip a pretty lively pen when I am put on my defense.

"PENNSY" intends giving a grand ball in the near future, which is to be the event of the winter, and are also arranging for a series of suitable entertainments to be held at the club house during the season. The Philadelphia Club have already inaugurated a series of informal dances at the club house on Saturday evenings, and they have been a great success, while the Century "smoker," No. 1, will soon come off.

THE South End Wheelmen were unable to make satisfactory arrangements with their new landlord in regard to their present quarters, so they will remove, bag and baggage, to No. 1726 South Broad street, just below the old house, during this week. As their second anniversary occurs on December 4th, they intend having their house warming on that day.

"VISITED the Philadelphia Bicycle Club, Nov. 22d, a young man about 25, well dressed, light complexion, about five feet six." Above is a copy of a notice sent to the city clubs by Mr. Osborne, as a warning against a would-be thief, who endeavored to get away with a bicycle at that club. He represented himself as a League man to the janitor, but his actions aroused the latter's suspicions, and he headed off Mr. Thief.

THE Centurions will have a hare and hounds chase Thanksgiving Day, starting at 9.30, with Chestnut Hill as the objective point. Kirk Brown and another member, on a tandem bicycle, will be the hares. Assemble at Chestnut Hill at 12.30, noon, thence home for dinner.

CAPTAIN LE CATO, and Mr. Candy, of the Maryland Bicycle Club, ran over from Baltimore last Sunday, and were the guests of the Pennsylvania Club.

At the Century, on Monday evening, I ran against Captain Fleming, and right glad I was to meet the genial Captain after his months' absence. He has been out in the West shooting.

BOTH the Century and the Pennsylvania Republicans enjoyed a good dinner at the expense of their unfortunate Democratic club members. Two of the latter club's affairs have come off. Poor Semple rashly bet a dinner for fifteen with mine host at Paoli, and he set 'em up last week; while on Thursday night, thirty-eight of the "Pennsy" men sat down to a menu at the Colonnade Hotel that would have tempted an anchorite. From half-past eight to twelve

o'clock they discussed the good things, and when at length the party broke up, election bets were unanimously voted a great success—by the Republican contingent.

## NEW YORK.

### "HAWKSHAW."

As much as I dislike to put my Hawkshawian ability to so ignoble a use, as an attempt to discover the personality of one of your correspondents, I cannot refrain from doing so in the case of the mysterious "Caviler." The letter by this writer, which is at all times so well written a one, has caused some inquiry here as to the identity of its writer, that as a matter of course I have felt obligated to undertake to meet this demand on the part of the readers of that individual's letter and my scribbings by exposing it. A careful scrutiny of the construction of "Caviler's" writings, especially of the recent letter dealing with New York subjects and individuals, convinces me of one thing. The sex of the writer might admit of the author being a "caviler," but never of being a cavalier, and that any vote that "Caviler" may have come to New York to cast went most likely to Belva Lockwood, through sympathy. In other words, I think "Caviler" is a lady. The very way that "Caviler" writes up "handsome George" Bidwell convinces me of this, as no male writer would have described him as "that aristocratic looking blonde." We are all well aware of our Chief Consul's good looks, and we are proud of them, but then as men we are not prone to praise them in print, so that I am of the opinion that "Caviler," if a rider, has as a mount either a tricycle or a lady's bicycle. I may be wrong but I don't think I am, and even if I am mistaken I hope that "Caviler" will not fail to accept the proffer of my most distinguished consideration and admiration.

To again refer to your correspondents in the same issue, being though in this case a seeker after information, rather than a giver thereof, as in the foregoing paragraph. Might I ask "Mentor," of Kansas City, to inform me what he calls the "pedal mount" if the "new one" he describes as follows is not it? "It consists of running along side of wheel and jumping on the pedal and rising with it into the seat." Here in the effete East we of the wheel are at all times watching the wild, woolly West for novelties, and to our benighted brains the above seems to be an old friend, the pedal mount of full ten years standing, and yet can it be that during all of that time that what we thought was the pedal mount, was really something "new," and we didn't get on to it? Only one thing makes me think that we must be unacquainted with "Mentor's" "new mount," and that is his statement that "it is easily accomplished, with no danger of fall." Any one who has tackled the pedal mount, as we know it, is but too well aware that in learning, it is often dangerous of accomplishment and easy of fall, being thus, in its initial stages, exactly opposite to the new Western discovery.

To sit in the club during a boasting match of the "old guard," and hear those veterans relate, with many a laugh, of the accidents they have suffered upon road and path, has often caused me to think that in one respect, at least, headers are like love affairs, they are both good jokes after they are over.

THAT terrible disease, Presidentolatry, continues to spread under the invigorating influence and example of the recent political upheaval, and the earliest victim to it, in the cycling world, is Editor Prial. In a recent issue of the *Wheel* he proceeds to place upon their appropriate pedestals the various idols for Presidential honors in the L. A. W. They are all the "favorite sons" of States strong in the political arena of the League, and one and all present strong claims for their elevation to the position. "Fierce," however, "is the light that beats upon a throne," and not mild is the one which sheds its calcium effects upon L. A. W. candidates, however, "you pays your money and you takes your choice," so proceed, gentlemen of the L. A. W., to become either worshipers or iconoclasts as you may see fit, and whatever the result may be, and to whichever candidate you may award the prize, rest assured that we of humble ten thousand will not fail to throw up our caps and hail your selection with the time-honored cry of the populace, "*Le roi est mort; vive le roi!*"

How often does one hear the remark made, regarding the appearance of a racing man after he has distinguished himself by some notable performance upon the wheel, that "he is the last person, one would judge from his appearance, to be a racing man, etc.," and how very untrue in most cases this statement is. Even among those who should know better there seems to be the belief that a successful racing man should be large of limb and great of mould, displaying a mass of giant muscles like unto a blacksmith or a prize-fighter, whereas a little retrospection of their experience, if they have any, and otherwise they should make no such statement as the one quoted, will at once show them that with rare exceptions



the lady with the bugle has failed to toot over the deeds of any racing man who showed, either in his height of stature or preponderance of muscle, any difference from the ordinary rider, when viewed by the unpracticed eye of the casual observer. In many respects the racing man in his "points" differs not greatly from his competitor for racing honors, the thoroughbred horse. He must be lean of flank, deep of chest, clear of eye, strong of will, and capable of standing punishment when a bruising finish is demanded of him. All these points must be found in a successful racer, be he horse or man. What would be thought of a critic, who, being shown a herd of horses, and upon being requested to select therefrom a horse he thought from appearances was the most fitted for a racer, should choose one of those great Clydesdale brutes, simply because they were endowed with enormous strength and large frame? He would be accused of being a fool, and would deserve the title, and yet constantly is this same principle unconsciously endorsed by unthinking critics when referring to the personal appearance of such riders as have become famous through their performances a-wheel, when they say that the racer shows no physical cause for his success, simply because he is not built upon the Clydesdale model of strength of limb and magnitude of frame. As a sample of how even those whose position in wheel matters should cause them to avoid this error and yet fail to do so, the recent article in the *Bi. News*, which declares that Windle will not amount to much as a rider, because he can boast of but five feet six inches in height, is an excellent example. In the entire range of athletics, excepting such sports as are entirely a question of physical strength, such as putting the shot, throwing the hammer, etc., my experience has proven to me that almost in every case record has been made and held by those whose height will range between five feet five inches and five feet nine inches. Only in rare instances do those of greater stature receive even a smile from that hard-hearted old dame, Fame, or her twin sister, Record.

THE Berkeley Athletic Club, from whose kindly interest in wheeling much good is expected, has taken a new step in athletics that will benefit cycling in a new and much desired direction. Under the Berkeley's auspices there has been organized the Ladies' Athletic Club, which will be for women, what the New York Athletic and the Berkeley are for men, a first-class and perfectly appointed association for physical development. A club house adjoining the Berkeley will be built in 45th street, and a portion of the club house and grounds at Berkeley Oval set apart for these fair athletes, and every convenience and encouragement will be given the sweet girls. It will be safe to say that Chief Consul George R. Bidwell, the Captain of bicycling in the Berkeley Club, will not fail to see that his branch of sport is properly brought before the ladies, and here at last seems to be the opening which will result in making cycling popular with society, an end most devotedly wished for by those who desire the welfare and elevation of wheeling.

#### PORKOPOLIS NOTES.

##### "STAR."

keeps our club together. We've got eight members. We don't take any new members in till we've had them out on a run with us to see whether they can stand the pace or not. We don't make any stops when we're on a run and so we don't want anybody in our club that can't keep up. We take our longest runs in the summer when the weather is nice, leaving the short runs till the time when the weather is bad. In that way we get to see a great many more places during the year than if we only took short runs, and don't get so tired of seeing the same places so often. Why what's a wheel made for if it isn't to hustle on? That's why I bought one. The fellow that sold it to me told me that I could ride 200 miles a day on it. The first ride I took on it was to Middletown (?) but I didn't get back till 11 o'clock that night and was done up for three weeks." (80 miles the round trip).

THE "Duke," in speaking of racing, said: "Yes we need a track. It would give the young men and the scorchers a chance to work off some of their surplus energy. Even men of your age would no doubt like to try their speed (imagine your correspondent in a race.) The "Zoo" would be a good place for a track as all the entertainments given there have been elevated in tone and that is what we desire. It would be very unfortunate indeed if cycling should ever get mixed up with either base ball or horse racing. Still the "Zoo" is a little bit out of the way. Perhaps a track might be built in the old base ball grounds now leased by the Order of Cincinnati."

CHARLEY HANAUER, in discussing the racing question, said:

"What we need to make racing in this locality a success is class races. Wheelmen, on seeing such men as Burroughs, Croninger, Perin and Dr. Green entered for a race, will say to themselves: 'I've no business in a race with such men,' and will refuse to enter. Now, if such men could be barred from certain races, and all races be for short distances, they would be more interesting, for after all, it is the finish that the public are interested in, and, if that is close and exciting, it doesn't matter so much about the rest."

BARNEY KLUM, the newly elected president of the Centrals, says that the report that they are to disband is a mistake, for they intend to make their club a greater success than ever.

FRANK G. WARNER, of the Hartford Wheel Club, was in our city on Nov. 19. He was the guest of Air-Brake Norton, in whose invention he is very much interested.

THE "Veloce" Club have an extensive library and a well appointed gymnasium.

THE C. B. C., not to be outdone by the "Veloce" Club, are also forming the nucleus of a library. Their collection at present comprises: Two bicycle catalogues for '84; one number each of *BICYCLING WORLD*, 1888; *Outing*, 1885; the *Wheel*, 1887; *The Wheelman's Record*, 1885; *The L. A. W. Bulletin*, 1885; and *The Cyclist*, 1885; the *City Directory* for '63; one well thumbed copy of Bludan T. Hunder's "Blue-eyed Billy, the Bucktown Bully, or Virtue its own reward"; one fire alarm card; and three fly specked patent medicine almanacs, of pre-historic periods.

Two attempts have recently been made to get up another combined run. This time it was to the "Zoo," but it was twice postponed on account of the weather, the second time indefinitely. It is perhaps fortunate that the elements interfered to prevent what might have been a "fizzle." Two of the clubs that were expected to attend, called runs on that day to other points. Then there were others who did not approve of a bicycle parade through the city on Sunday, no matter how quietly it might be conducted.

MR. ASHER, of Eaton, O., who made his phenomenal debut as a flyer, at the L. A. W. meet at Cleveland, in 1884, paid our city a visit some two weeks ago.

#### ST. LOUIS.

##### "LINNEUS."

THE Cycle Club's races have at last been arranged and the following events will be contested at Forest Park on Thanksgiving Day: Half-mile novice, half-mile handicap, 100 yards slow race, half-mile club, half-mile ride and run, one-mile handicap, half-mile consolation. The races will be started at 10 A. M. sharp, and the following will officiate: Referee, R. E. Lee; judges, J. S. Kuhn, W. H. Wylis, H. Wheeler; starter, G. M. Wilder; handicappers, E. N. Sanders, W. H. Wylis, J. S. Kuhn; clerk of course, F. W. Segar. In case of inclement weather the races will be held at the Natatorium. The prizes consist of gold and silver medals, silk umbrella, cane, pair of silk suspenders and a turkey. But two of the events, one-half-mile and mile handicap are open. The understanding was that all but two of the events should be open. This will cause some talk.

R. N. BOWDEN having resigned as Consul at Brookfield, E. N. Shepherd was appointed by Chief Consul Brewster to fill the vacancy, and he at once began his official career by sending a very full report of Linn County.

THE Cycle Club will give a musicale at their club house to-night. The talent will all be furnished by the members of the club and an enjoyable time is guaranteed all that attend. After the entertainment refreshments will be served. These entertainments are stag affairs, and all the guests have a great time.

THE Missouri's gymnasium classes, under the guidance of Billy Barron, are again flourishing, and are attended by a large number of the club's members. In spite of the inclement weather, fifteen attended last Monday night, and were put through their paces in great shape. The "horse" and rings are the usual programme for Mondays, and parallel bars, jumping and pullies for Thursday evening.

R. A. NEILSON is sojourning at Hot Springs, Ark., and is engaged in one of the hotels there as bar keeper, so Percy Stone tells me. A number of wheels all tagged for him have recently arrived at the St. Louis Wheel Co., and were reshipped to him to be used for renting purposes in that town. Unless the visitors to that place have changed a good deal, Bobby will find that this business is not a gold mine.

E. B. KIDSON is at work on a circular which will soon be mailed to the members of the Missouri Bi. Club, which states that no more



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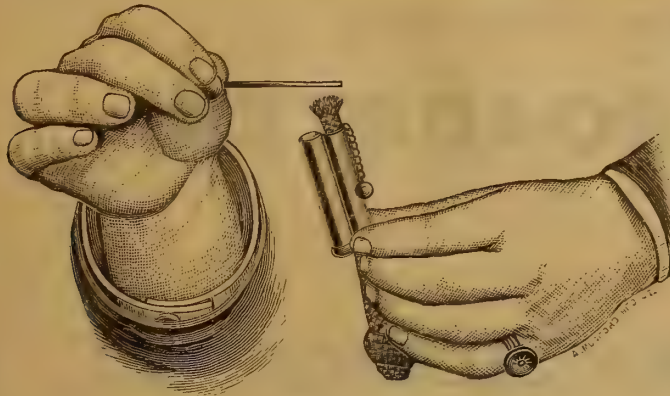
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entertainments will be given in future unless the club members subscribe a sum sufficient to cover all expenses. The entertainments of this club are given on a very lavish scale, and in the past a sum of nearly \$200 had to be paid out of the club's treasury each year to make up the deficit.

STREET improvements are still going on here. The Board of Public Improvements has let the contract for the work on the Forest Park boulevard for \$39,931.50 for the entire work. The plan, in brief, is to lay out the boulevard with a twenty-foot walk on either side, two driveways of thirty feet each, and a park or lawn of fifty feet down the centre between the two drives. The road bed will be the same as Lindell avenue. Cyclers will gladly welcome this as a big acquisition to our fine streets.

THE necessity of a good track to hold bicycle and athletic events on has been much felt during the past, and I understand a company is being formed that will build one at a point in the Florissant Valley, distanced about ten miles from town. The matter, as projected by Mr. L. C. Buckley, who is the architect for the syndicate, contemplates the erection of a large hotel to be used as a summer resort, artificial lake a mile long for aquatic sports, and a one half or one third mile track, with the necessary grand stand, bath rooms, etc., to hold bicycle and foot races on. The whole scheme is an embryo as yet, but it is the earnest wish of every cyclist that it be pushed through as soon as possible.

COLUMBIA, Mo., boasts of the finest universities in the Union, but it students have had no chance whatever to take part in athletic sports, there being no facilities for them. The directors have at last awakened to some sort of an improvement, and last week called Prof. Muegge, of the West St. Louis Turnverein, who spent part of the week there, and drew up plans for a gymnasium and athletic grounds to cost \$15,000, for which Dr. Ross, President of the University, will ask an appropriation for, at the next meeting of the Legislature. This will give Missouri another track to hold races on. Prof. Penn is consul at Columbia and a number of the students are enthusiastic wheelmen and will be glad to see the track built.

MR. M. H. CAHOON writes from Fredericktown: "Deaths and removals have caused the dwindling in numbers among the wheelmen here. Since all my old chums have died or removed, and I am about the last survivor, I cannot feel the full charm of riding as I once did. I still ride and will take your suggestions and renew my membership in the League. It makes me feel badly now to ride alone where I used to have from ten to twelve companions. It takes all the edge off the sport. Still I shall never give up the wheel absolutely, unless I contract such severe rheumatism that I cannot mount, and then I will try a safety." Fredericktown lies in Jim Neill's old district, and is surrounded by a riding district similar to Clarksville, but smaller.

## TERRE HAUTE.

### "WABASH."

smooth the matter over, but the offended members were obstinate and twenty-two of them handed in their resignation, two of them were Republicans. The prospects are favorable for the formation of a new club in the spring, which if organized will be a league club in every sense of the word. This would be a good thing as there are upwards of a hundred wheelmen in the city, and only about twenty-six of them are league members.

If the weather is favorable the club will make a run on Thanksgiving which will be the longest of the season. We are having pretty weather and some of the boys are running up their mileage.

I SEE by our daily paper that Governor elect Hovey among other laws which he proposes to change, is one of great importance to Indiana Wheelmen, and he should be encouraged in it. Heretofore a certain amount of the state tax went to the school fund. Mr. Hovey proposes to abolish this fund and turn the aforesaid tax into a gravel road fund. If he makes this law, Indiana will be one of the finest cycling states in the Union, as certain sections of Indiana are already famous for their gravel roads and pikes. I would advise the division to look into this matter.

SAD news of a fatal accident comes to us from Gainesville, Texas. Mr. H. C. Hyman, a gentleman whose home is in Kentucky, was thrown from his bicycle and instantly killed. The details are not at hand.

## NEWS

### AND COMMENT.

WE stated last week that the L. A. W. would furnish the valuable little handbook on "Roads and Road Improvement" free of cost to those who needed them. We were too generous in our statement, as the fact is that the League will furnish them at cost to those who may desire them for distribution. A supply should be in the hands of every League Division to be used in the missionary work of awakening the average cyclers to the importance of good roads and hints as how to make them.

THE Troy, N. Y. Club are talking of changing their headquarters.

THE Freehold, N. J., Cyclers are going to give a competition drill, "Stars" vs. "Cranks."

MISS PAULINE HALL seems to be the recipient of attentions bicyclic, at the hands of our friends of the Weston Metropolis.

DAMPMAN, McDaniel and Merrihew, the "big three" of Wilmington, Del., are to be tendered a complimentary reception in January next.

MALTBY is restive under the fact that no one seems anxious to accept the "difi" he published in the New York *Clipper*. Mr. Maltby is open to engagements. See advertisement.

THE Boston *Herald* quotes Dr. Kendall as saying, "the Boston Bicycle Club was the first one in this vicinity." Why not the first one, and consequently the oldest in the country, Doctor?

IN riding along the beach between Los Angeles and San Diego, Cal., a cyclist was caught between two points by the high tide detaining him for 24 hours. He was badly scared and very wet.

MR. GARDEN, the Chicago manager of the Pope Mfg. Co., was in town for a few days last week. Speaking of a prospective match between Lumsden and Stone, Mr. Garden was very sanguine as to the Chicago man's chances.

THE lifeboat presented by the cyclists of Great Britain to the National Life Saving Association has already done some splendid service in the way of life and property saving. The last case was that of the brig Franz Von Mathies of Gelfe, Holland.

THE Brookline (Mass.) Club held their annual dinner at the U. S. Hotel in Boston last week Thursday. The new officers of the club are F. H. Young, president; F. M. Seamans, vice president; D. F. Beede, treasurer; E. W. Baker, secretary; George Forsythe, William James, club committee.

As between the two great colleges of America there is no doubt but that the students of Harvard lead the way and show more interest in cycling than do those of Yale. Harvard, in the possession of R. H. Davis, the Cambridge college has the fastest amateur rider of the rear driver in the country. Kenneth Brown is also a good one on the ordinary. He made his debut as a novice at Buffalo and Rochester.

THE New Haven (Conn.) Bicycle Club presented an excellent programme for their minstrel entertainment of last Wednesday. The first part, "A Club run" was well sustained by the participants. Messrs. White Larom, Bennett, Langdale, Durand, Bowman and Soltan individually distinguished themselves. While the Abt quartet, the New Haven Banjo Club and W. S. Maltby, trick rider, added much to the success of the affair.

THE action of the Directors of the Gentlemen's Driving Park, St. Louis, Mo., in refusing to allow the Cycle Club to run their races there on Thanksgiving Day, has been very unfavorably commented on on all sides. No horses are at present being worked on the track. A number of wheelmen would like to know by what right they are ruled off the track, as the same lies entirely within the confines of Forest Park, every inch of which is public property.

A CORRESPONDENT from California, Mo., writes us as follows: "W. D. Sheriff is a deaf mute 21 years of age and is greatly interested in cycling. Last April he issued a challenge to any man similarly affected to ride for the deaf mute championship of the U. S., distance from one to one-hundred miles. As the challenge was not taken up Mr. Sheriff claims the championship of America. He states that he will go to England next year and issue the same challenge. Mr. Sheriff in practice did the mile in 2.44 1-2."

Wheeling describes a contrivance which it claims is a great aid to hill climbing when applied to safeties. "It consists of a light strong, sleeveless jacket, in the front of which is a bowbar, which stretches across the rider's waist loosely enough to prevent the jacket from binding on the sides. From the centre of this bar a chain extends to the nearest rigid part of the particular safety in use. The effect of this invention, it is claimed, is firstly directed against



the "bicycle back." The tendency of the rider is to sit up and pull against the chain attachment from the strongest part of his back, thus not only giving him a better appearance but giving him wonderful leverage for hill work or in battling against a head wind.

THOMAS STEVENS gave an illustrated lecture at Worcester, Nov. 22. The hall was crowded, and Mr. Stevens' lecture was one that gave undoubted pleasure and satisfaction. The *Telegram* of Worcester says: "From the first Mr. Stevens delighted his audience. His 'lecture' was not of the usual kind; it was, rather, a delightful series of anecdotes and comments upon the ways of Eastern people, and Mr. Stevens did not say 'I' during the whole evening, preferring to refer to his exploits as of those of 'our' cyclist." He skipped about from place to place, not attempting to read his diary by the way, and the result was entirely satisfactory. A stereopticon was used to throw the pictures upon the screen, and among them were many readily recognizable as coming from the pages of *Outing*, in which Mr. Stevens published the whole delightful story of his tour."

A DECISION lately rendered in England is of interest to renters of cycles. It seems that a Mr. Raybould hired a "Demon" safety from a dealer by the name of Paine. The dealer represented the Demon as being in perfect condition. On this representation Raybould took the machine and paid the required deposit of £2. He had not ridden it long before the chain broke, and the consequent repairs necessitating the taking of machine apart disclosed the fact that "one of the cogs on the driving wheel was broken, the gearing wheel had been broken and a patch brazed on the inner side. The left hand cone of the crank axle, which should have been in one piece, was entirely worn away and severed into two, so that there was no bearing or smooth surface for the balls, on which the speed and easy running of the machine depended, to rest upon. The right hand cone was cracked, indented and chipped, and only seventeen balls out of twenty-four were whole, the remaining seven having been crushed and churned up into swarf. There were small, loose pieces of foreign metal in the bearings, which were clogged with swarf and dirty in the extreme." Paine admitted that he represented that the wheel was in "perfect condition" when he let it to Raybould and he so believed it. The Judge thereupon gave judgment in favor of the plaintiff for the £2 deposit, £1 10s. paid for repairs, two days' hotel expenses, and sundry other items of expense for railway fares, telegrams, etc., amounting in all to £5 5s., and £5 11s. 6d. for costs.

#### HAGERSTOWN (MD.) NOTES.

THE Hagerstown Bicycle Club is not a thing of the past (not by a jugful). We have just as many men in line, and consequently as many incidents and accidents, as ever (I'll have to take back accidents, as the safety is now the wheel of our awkward squad). Every good day sees a number of wheels upon the streets, some for business, others enjoying a social spin in and around the country. Seldom comes a good Sunday but our worthy Tourmaster Scotty Bomberger gathers his traps and wanders aimlessly to the country especially in returning after dark, after several doses of what he calls good, fresh country milk, only to show to his anxious friends how great a mistake the turnpike man made when he put several piles of rocks in the middle of the road (that were not there when he went) just to see if he could, really, ride a steeple-chase and come out whole. Scotty says "it can't be done".

We intend to give a two days' race meet on July 4th, next year, and are beginning to "whoop it up" already, when we expect to exhibit our flyers ("they come high but we must have them"); some who have made good road time want a chance to try their nerve on the track.

It is a deplorable fact that as soon as winter sets in our fellows devote more time to social than athletic training. At our "Thursday evening socials" each man vies with his neighbor to do the handsome with the dear girls present, but as matters matrimonial have not been concluded the crowd—girls, boys and all—have mutually agreed to abandon the social scheme, and will try their hand on the drama. I am not so well informed as to give the name of the Dramatic Club, suffice it to say it will be strictly amateur. They are to make their debut to a select crowd on Thursday evening, the 22d, when our President will deliver an oration, subject, "Psychological Aspects of Wheeling." Captain Updegraff appears in his favorite role, "the only living female bass singer," whilst our surgeon, Dr. Wareham, enjoys the celebrity of character, "the bearded child of the Andes." Many and various will be the attractions. Free admission—though none but the appreciative will be admitted. They are to give a regular pay entertainment in the "Academy" hereafter on.

Hagerstown, Md., Nov. 21, 1888.

#### DOANE'S 100 MILE RECORD STILL INTACT.

THE record made in competition by W. S. Doane over a 50 mile course in Oct. 1886, of 7.24.03 will still hold good for this country. The time made by Dampman of 7.20.17 at Philadelphia on election day can not be accepted by this paper as the course over which it was ridden is a trifle over seven miles. This decision is in compliance with our Editorial of October 21, 1887, in which we state that long distance road records must be made in open competition and over a route not less than 20 miles in length.

#### ANOTHER "CLAIM."

THE following taken from the *Chicago Herald*, of November 22, has led us to write Mr. Meyers for particulars, as to route, measurement, timers, checker, etc., and we await reply:

"Bert Meyers, a member of the Peoria Bicycle Club, finished a twenty-four-hour ride yesterday and received the congratulations of his friends on having beaten the Chicago and American amateur record. He completed 289 miles in twenty-four hours."

#### THE RESERVOIR RECORD FROM A STANDING START.

As per announcement in these columns a handicap race was held round the lower basin of the Chestnut Hill reservoir last Saturday. The principal aim of the promoter of this race, Mr. C. P. Daniels, the well known trainer and general athlete, was to see if a record from a standing start could not be established for a bicycle.

In September, 1888, P. J. Berlo, of South Boston, and J. P. Clarke, of Dorchester, on a tandem tricycle, did the distance from a standstill in 3.11 3-4. But to the event under report. At precisely 2.15 Davis, the great Harvard safety rider, was sent away from scratch, with P. J. Berlo, 50 yards, A. F. Klaus, 150 yards, and W. Thomas, 200 yards handicap. The handicaps were quickly cut down by Davis, and at the half distance the Harvard man was in the lead, with Berlo a close second. Davis was running fast, too fast for Berlo, who could not catch him, although the South Bostonese tried very hard to get in first. Davis made the excellent time of 3.19, which will stand as the bicycle record for the distance from a standing start. Davis rode a light Swift safety.

W. B. Greenleaf made an attempt to better this time, but the best he could do was 3.28 2-5.

#### MISS PAULINE HALL CAPTURES CHICAGO.

"PAULINE HALL on a bicycle! Etelka, queen of Hungary, and Pauline, queen of opera bouffe artists, on a little leather seat, whirling along the boulevards, precariously balanced on two shining steel wheels! Unique idea, isn't it? But nevertheless, astonishing as it may seem, pretty Pauline does ride a bicycle, and ride it well, too. Pauline is not airy nor fairy. Her figure is rounded and plump, but the fair prima donna of the 'Nadja' company can get on to one of these queer inventions, a lady's safety bicycle, and bowl along the boulevards with the best of them.

Since the opening of the 'Nadja' engagement at the Grand, Miss Hall has been bicycling all over Chicago with the members of one or two swell clubs, notably the Illinois and the Douglas. The muscular-limbed young men who have attended her, haven't had to "go easy," either, in their jaunts about the suburbs. Pauline skims the gravel with the best of them, and the boys are proud of her. The stories of the Illinois club's short tours with Pauline Hall will go down to generations of wheelmen at the club house of the organization. To show their admiration, the wheelmen have planned a novel presentation for to-night. The Illinois Club with their invited guests of the Douglas Club have taken a good section of the orchestra at the Grand, and will attend in a body. When Pauline sings her best solo a beautiful bicycle of flowers, a triumph of the florists' art, will be brought down the aisle and presented to her in token of the *bon comraderie*, the fellowship existing between all lovers of the exhilarating sport, without regard to sex or degree."

The above, taken from last night's paper, has become an accomplished fact, we were there 70 strong, and such a time! Oh! my. Pauline and Francis Wilson both wore our colors, Pauline's being fastened with the club pin of one of the bicycle clubs within a thousand miles of Boston.

The presentation to Miss Hall of a floral emblem was a club pin, being worked out with fine effect.

Wilson's attempt to ride an ordinary across the stage brought down the house, and owing to the fact of his wonderful control (?) over the wheel we immediately issue a challenge to him to ride 100 yards, HANDS OFF.

I. C. C.



## "1842"—A COINCIDENCE.

BY THE SECRETARY.

It was on one of the closing days of the month of June, in the year—really, I've forgotten the year. It doesn't matter much; but I haven't forgotten a remark he made to me, on that day, relative to dates and time. It was: "Well, what does it signify when or where anything transpired in the life of a man whose life is a perfect blank?"

No matter what some dates are in every man's life, and in mine no matter what that one was.

Anyhow, it was when the new-mown hay was soft and flexible to the touch and so redolent with perfume that my nostrils almost sickened with the inhalations, and I was not the old, withered, sap-deserted, time-dried, age-wrinkled stem that I am now.

I was touring through a strange country on that particular morning. I had dismounted on reaching the brow of a hill, leaned my bike against the fence and stretched myself on the wayside grass, in the shade of a large tree.

It has always been a mooted question whether it is best for a man to be born energetic or lazy. True it is that the energetic man is the man who wins fame and renown, accumulates and accomplishes things, but is it not the lazy man who enjoys them?

Yonder energetic farmer over in the field, gathering the golden-haired wheat, see how he toils; I, the lazy drone, under the tree watching him. 'Tis he who produces what I consume; 'twas he, doubtless, who planted this tree under which I rest, and he it was who placed the stones around the wayside spring and left the cup from which to drink. I warrant no lazy man did it.

My reverie was interrupted by the sound of some one singing that old air, "Auld Lang Syne." Who ever it was, came trudging up the hill, singing as he came. His voice was not one that a bird would long for, nor would it have obtained him fame on the operatic stage, but the hardest sound is melody to some ear attuned for it, so his voice was pleasant to hear, although it seemed as auld lang syne as his song.

He and his bicycle came in sight together, and stopped on the brow of the hill, and then he drew forth his handkerchief and wiped his face.

There was a plaintive, old-timey look both about his features and his costume, yet one instinctively knew that, no matter how careless he would dress, how disheveled his appearance would be, the gentleman would always show through in spite of his disguises. His wheel was just as untidy, being in that indistinct condition that you could never tell whether it was nickel-plated, enameled, hand decorated or machine painted.

Presently he saw me.

"Hello!" said he.

"Well!" I answered. "What number?"

"What number?" he asked in evident amazement.

"Yes," I replied. "What number?"

"1842," he responded. "What's yours?"

"Oh," I exclaimed, laughing, "it was merely a joke. You said 'hello' so much in the stereotypical way that I at once thought of the telephone girl, so spoke as I did. My League number is—let me see—well, really I don't remember. But that doesn't matter. Are you a stranger here?"

"Yes and no," he hesitatingly replied. "If you mean as far as one's acquaintance with men is concerned, yes, I am a stranger, but when one turns to one's familiarity with nature hereabouts, then I am not a stranger. One who knows the trees, the birds, the grass and the rocks, the sky and the earth east, knows them also north, south and west?"

"Then you know nature?" I questioned.

"Yes," he replied, "and when one is a comrade of nature's he is rarely a companion of man. The two don't seem to go together; it's the old story of birds of a feather, I suppose."

"You love nature?" I ventured.

"Love her!" he exclaimed. He raised his right foot, and placing it on the step of his machine, crossed his arms over the saddle, then resting his chin on his hands, gazed in a "philo-meditative" way beyond me, far across the field of yellow stalked wheat waving their plumed heads to the drifting clouds.

"Love her," he repeated, "why shouldn't I, why shouldn't everybody? Who is more beautiful, who is more attractive, who is more unaffected? And what's more, she is never false."

"Aha," mused I, "it's the old story; there's a woman in the case."

"Are you fond of music?" he abruptly asked.

"You seem to be," I answered, thinking of his song.

"Yes," he said, "but not the cultivated music of man. Give me the lullabies of the brooks, the pastorals of the streams, the love songs of the zephyrs, the lyrics of the wind, the war songs of the tempests, but take from me the songs of woman."

"You are prejudiced," I cried. "Did you ever hear Patti or—"

"No," he answered, interrupting me, "I never heard but one woman sing, I want not to hear another."

"Tell me of her," I asked.

He took his foot from the step, raised his hand, and as he spoke examined the various nuts, the pedals and the wheels.

"There is not much to tell. 'Tis enacted every day. There was a beautiful bird; I sang love to her and she sang love to me. We started to build our nest. When half completed she flew away with another. I had sung to her of the simple pleasures of a country home, he sang to her of the enchanting gaieties of the city. 'Twas but natural, I suppose, that she should prefer a life of bright ease in a gilded cage to one of dull labor in a nest of logs."

He stopped.

"And you?" asked I.

He replied, "There are some things in a man's career that are like the clouds in the sky, they drift across his life, big for the moment, but gradually dissolve and pass away; then there are others, they are like the stars, they never fade or pass away, but shine brightly, steadily, until the grave."

"And after the grave?" I asked.

"All such stars set forever, for there is nothing earthy then—But I must move on; which way go you?"

"Down to the village," I responded, rising.

"I'll go a little way with you," he said.

We rode in silence, he a little way behind. Thus we continued, until I heard a soft "good-bye." It was as faint as an echo. I looked around, my companion had disappeared. There was an unobtrusive wayside lane to the right, and through its entrance I saw the trail of his wheels.

He had gone back to his nature. I kept on to the haunts of man.

Some time afterwards I was off on a short run through the upper part of Maryland. Whilst riding along the highway there suddenly came in my mind, as such things sometimes do, thoughts of "1842." I thought of him and of his sad story, and fell to wondering where he was and if he still rode among the wayside lanes with his loved nature and yet shunned the haunts of men. With my head bent forward and my brain pondering over his words, I left the machine to go pretty much as it pleased, and when I was aroused from my study by a leaf brushing across my face, I found it had left the main road and turned down a by-path. The road bed was of cool, dark loam, the trees clasped hands over head, a tiny stream ran gurgling along one side, and from its grass plated banks slender ferns gracefully saluted me.

I hesitated, but fate, chance or accident impelled me forward, and forward I went.

Presently the little stream laughed "good-bye" to the path as it sprawled in foamy outlines over a large stone and then ran away from view, through a tunnel of bushes.

A little further on, I came to the remains of a wicket gate, still "impelled" I dismounted and passed through it, on through a hallway of saplings to emerge on an open green.

Before me the path was crossed by the stream, over which stretched an unfinished rustic bridge. Beyond it the path and garden were over-run by weeds and grasses, and there in their midst stood a half-completed cottage. The stone chimney stood up like a tomb stone guarding a corpse. Here and there in the weeds lay the remainder of the lumber and other building material. From the house time and the weather had torn a board off here, and rotted a joist there. Bats flew in and out the doorway she was to brighten. On the fast decaying porch lay a dead bird, above were the torn remnants of its ravaged nest.

As I looked, the truth suddenly came to me. Unconsciously I spoke aloud: "It is the half-completed nest of—"

"Yes," said a low voice, close behind me. Startled, I turned and looked on the sad, gentle face of "1842."

## WILL SOME ONE ANSWER THE CONUNDRUM?

*Editor Bicycling World:* In a conversation recently an experienced and intelligent wheelman asserted that in taking a header the large wheel invariably turned backwards after the rider had passed a line perpendicular through the hub of the wheel.

He claimed that this is an invariable law, and without exceptions, when the header is taken pivoting, not from the ground with brake on, but from the hub of the large wheel. I disagreed, believing that certain conditions, high speed for instance, would interfere with the operation of this so-called law; but all others present were of the contrary belief.

If no trouble, would you give your opinion, and oblige,

L. A. W. 10,389.

[On the first thought, we should say that No. 10,389 was correct, but the proposition is rather a new one and perhaps our readers would like to give the answer.—ED.]



## THE McCOMBIE FUND.

*Editor Bicycling World:* I desire to acknowledge through your paper the receipt of \$144.50, in aid of the widow of Robt. S. McCombie, which stands to the credit of the following parties: Amount raised by J. C. Kerrison, \$45; Chelsea Cycle Club, \$14; Chelsea Friend, \$1; Chas. Haley, \$2; Massachusetts Bi. Club, \$15; Newton Bi. Club, \$25; Rovers Cycle Club, Charlestown, \$10; Cambridgeport Bi. Club, \$12; Somerville Cycle Club, \$10; Suffolk Wheel Club, \$5 30; BICYCLING WORLD CO., \$5; total, \$144.50. This is independent of the sums turned over to Mrs. McCombie by Mr. W. H. Forbes, previous to his leaving for the South.

Respectfully yours, J. B. SEWARD.

Boston, Nov. 24, 1888.

## A BOON TO SMOKERS.

IN another column will be found a cut and advertisement of Hoop's Lighter. A study of the cut shows the *modus*. The wire is kept in the tube when not in use, and when a light is desired it is drawn out and simply passed lightly over the top of the long fuse and it immediately ignites, wind having the effect to make it blaze more instead of extinguishing it. The composition which covers the igniting wire will last from six to nine months according to the usage it receives. The Hoop's Lighter is an imported article and already there are several imitations on the market in this country. If you want the *best*, then apply to J. Goodman of Hartford, as per advertisement, who has the exclusive right to sell the "Hoops."

## A NOVEL SUGGESTION OF HOW TO PREVENT LOAFING.

*Editor Bicycling World:* Noticed the remarks in a late issue, in regard to "loafing" or hanging back in races, especially "scratch races," until within a few hundred feet from the finish, and would suggest another plan, in addition to those proposed, to eradicate this evil. For illustration take a race with say five starters. Let each man draw his number (from one to five); then start off No. 1, and say ten seconds after start No. 2, and ten seconds later start No. 3, and so on until all are away, the one making the fastest time being the winner. This would compel each man to try and make the mile (or whatever distance the race happened to be) in less time than his competitors, and not merely to finish a few feet ahead of the others. The time between the starters could be varied according to the number of entries, etc. Fraternally,

L. A. W. 5274.

## BICYCLING IN BELGIUM.—V.

BY CLERICUS.

WITH my French guide still in pursuit I climbed the two hundred and twenty-five steps of the great Monumental Mound, which rises at what was the centre of the first line of the British and the allies, and which is surmounted by the colossal Lion of Waterloo. There on the granite steps of its pedestal, the whole battle-field was spread out before me in one comprehensive panorama. Calm and peaceful as were the harvest fields, hiding under their beautiful verdure all the remaining vestiges of that day of carnage when fifty thousand men soaked it with their blood, yet the division of the fields into lines and parallelograms, containing the crops with their various hues, served to suggest so many corps and regiments in their allotted places over the battle ground.

As my guide was intelligent and accurate on the points in which I could test him, I felt that I might suffer him to unfold his tale. And this he did, with umbrella in hand, now drawing a diagram with its point on the ground, and then pointing to the field itself and indicating the various places of interest, along the lines of the allies on the near side and of the French on the far side. He waxed eloquent as he talked. His Gallie blood was up; his eyes flashed fire; there was mimic thunder in his voice. The fit was on him and I let him fight. My sympathetic interest seemed to inflame him more and more. Swaying his body about on his ridiculous legs and whirling his warlike umbrella, now it was Ney in one of his terrible onsets, and then it was Wellington shouting "Up, Guards, and at them!" Now it was the Iron Duke in his extremity, crying out, at yonder cross-roads, "Would God night or Blucher would come!" and then it was the last remnant of "the Old Guard" down there in the valley, dying death with the dying shout, "The Old Guard dies but never surrenders."

And so we fought the battle over again, taking and re-taking La Haye Sainte on the left with desperate slaughter, and resisting with heroic ardor and endurance all the assaults of the French on the garrison of the old Chateau of Hugomont. In one of the hulls of the

battle I got out my glasses and descried in the rear and to the north the great dome of the new Palace of Justice in Brussels, twelve miles away, and then I surveyed more critically the various strategic points of the field. A glance is sufficient to show, even to unprofessional eyes, how tremendously strong were the natural advantages of Wellington. It was genius to seize upon it but it was Providence that had it ready for him. More to spare the legs of my panting Frenchman I did not visit the farmhouse of La Haye Sainte, but I took him down with me to the old ruin of Hugomont. Just as we got opposite the long brick wall of the garden, with the port holes still piercing it all along, there was suddenly a premonitory roll of thunder, the rain began to fall again, and presently there fell also a shower of hail, as on the day before. While it fell and battered us, he under his umbrella and I under my rubber suit, my Frenchman showed me how the British behind the brick wall mowed down fifteen hundred of his compatriots through the merciless port-holes. One could not but remember that if those clouds overhead had only withheld their rain the night before the battle Napoleon would have begun the battle earlier and the French would have been the victors and not the vanquished. The genius of Napoleon was still at its zenith at forty-six, but he fought that day against One who could as readily nullify it as use it.

Then we went around to the front postern of the old Chateau, and knocked at the gate which the French tried all day in vain to open. It swung open to us, and we entered to inspect the little chapel that was the only remnant of the chateau not burned over the heads of its brave defenders. There on the wall above the door of entrance still hangs the partially charred image of the Savoir that miraculously stayed the flames that day; and yonder, too, was the wall of the old well into which three hundred bodies were thrown for their burial after the battle.

The sight of it brought on me a feeling of revulsion. Bidding the Frenchman good-bye, and putting away "the relics" pressed on me, I mounted my wheel and rode away toward La Braine l'Allend. Mounting a high hill before reaching it, I paused there and took a farewell view of the battle-field. I was ashamed of myself that my sympathies were not more with the "Iron Duke" and his allies. I knew they ought to have been, but I could not but take a long, lingering look toward Belle Alliance, the headquarters of Napoleon. There, by yonder cottage standing, the man of destiny stood at noon that day, never more confident that he and "fate" were still agreed. Training my glasses on the spot, I could almost fancy the figure of "the Little Corporal" still there, and that I might gaze down the tubes of his own field-piece into those deep grey eyes, troubled at last with premonitions of the overthrow which Wellington and Blucher and night and the god of battles would bring him. While I condemned, I could not but admire and pity "the scamp Jupiter." In him intellect and will were truly one, and their union seemed more terrible in strength because unmodified by a human heart. Had he had the heart of a Washington there had been no need of a Wellington, and Napoleon had been to-day the idol of the world.

(Concluded.)

## THE WARWICK CYCLE CO.

THE Warwick Cycle Co. have already laid their plans for a vigorous pushing of their business for the coming season, and have appointed A. Kennedy-Child as their Superintendent of Agencies. Mr. Kennedy-Child will handle the agency business for the whole country with the exception of New York. He is already out on the road looking up agents, and all those who contemplate taking the agency of this machine will do well to address Mr. A. Kennedy-Child at Springfield, Mass.

JUST as we go to press we are advised that the score for the ladies' six-day bicycle race at Pittsburg, Pa., is as follows: Jessie Woods, 143 miles; Kittie Brown, 122 miles; Hattie Lewis, 152 miles; May Allen, 181 miles; Lulu Hart, 158 miles; Aggie Harvé, 70 miles; Lottie Stanley, 186 miles; Helen Baldwin, 184 miles.

"GREAT TRADE EXTENSION.—On Monday, Nov. 12, the Coventry Machinists' Co., Ltd., formally opened the very extensive additions they have just made to their already large premises. The whole of the front portion of the buildings in Cheylesmore, Coventry, have been added to the extent of two entire floors, each comprising two long spacious rooms with a central smaller one, the floor space of each floor measuring something like 200 feet by 35 feet, or a total addition to the premises of about 14,000 square feet, and increasing the capacity for employment of hands from about 600 to 1000. The new premises will be used chiefly as offices, stock rooms for finished stock, and show rooms, thus freeing the rest of the premises for the purposes of manufacture proper."—*Cyclist*.





## LEAGUE HEADQUARTERS:

12 Pearl Street, - - - Room 27.

ABBOT BASSETT, Secretary.

## RENEWALS.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond January 1 until that date. Under the Constitution each Division must file on or before April 1, in the office of the Secretary, a certificate stating the amount fixed as its annual dues. Until that time the Secretary cannot be certain regarding the dues and therefore he must refuse to receive any renewals before that date.

## Massachusetts Guide Boards.

As guide posts next to good roads are of the utmost importance to wheelmen and in order that we may take the most advantage possible from the law of this state which compels towns and cities to erect guide posts at the intersection of all roads leading to adjoining cities and towns, every cyclist who knows of any place where guide posts are required or where towns are negligent in complying with this law is requested to at once notify the undersigned that the matter may be brought to the attention of the town authorities prior to the regular town meeting in March. Let every wheelman give this matter his attention and save many a dismount as well as the trouble and annoyance of inquiring as to route.

In your notices specify exactly where guide posts should be located and what should be on the guide board if possible.

WM. H. EMERY  
Chairman Committee on Guide Posts,  
1177 Tremont st., Boston.

## Missouri.

Mr. J. B. Glover, Jr., of Joplin has been appointed a member of the Touring Board of this division, and the resignation of J. M. Tryon as a member of the same board is accepted.

Yours truly,  
W. M. BREWSTER, Chief Consul.

## Attention, Tennessee Members.

The membership of the Division now being over one hundred, we are entitled to a Vice Consul and State Representative. I, therefore, hereby call for nominations for these offices. All nominations must be sent to the Secretary-Treasurer of the Division, Mr. B. A. Patch, Clarksville, Tenn., on or before the 15th day of December. On or about the 20th of December the Secretary-Treasurer will mail to every member of the Division a voting blank with names of all nominees printed thereon. These voting blanks shall be filled out by member voting, with full name and address, and returned to the Secretary-Treasurer on or before the 5th day of January 1889 when the ballots will be counted by a special committee of three, who shall be hereafter appointed.

I urge all those who have nominations to make, to send them in at once. It is very important that these offices be filled by able men, men who have time and are willing to give it to Division work.

Yours fraternally, JOSEPH R. WILSON, JR.,  
Clarksville, Tenn., Nov. 23d, 1888. Chief Consul.

## APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 167—Total 21—11,875

BOSTON, Nov. 30, 1888.

## CALIFORNIA DIVISION—3—399.

## Unattached.

21129 Bouton, A. A. 674 16th st., Oakland  
21130 Zellerbach, H., 1040 Golden Gate ave., San Francisco  
21131 Zellerbach, I., 421 Clay st., "

## ILLINOIS DIVISION—5—745.

## Oakland Wheeling Club.

21124 Brooks, Wm. C., 3744 Lake ave., Chicago  
21125 Dresser, E. W., 1211 43d st., "  
21126 Johnson, D. A., 80 Adams st., "  
21127 Macmillan, E. B., 148 Oakwood Boul., "  
21128 Maher, Geo. W., 4233 Oakenwald ave., "

## KANSAS DIVISION—1—154

## Olathe Wheelmen.

21122 Divilbliss, J. W., Olathe

## MISSOURI DIVISION—5—360.

## St. Louis Cycle Club.

21120 Finlay, J. W., Kirkwood  
United Wheelmen.  
21132 Markgraf, Rudolf, 514 Alamo Bldg, Kansas City

## Unattached.

21119 Edwards, C. E., Journal, "  
21133 Waterman, Harry S., 124 W. 6th st., "  
21137 Simmons, Edward H., 2727 Olive st., St. Louis

## NEW YORK DIVISION—2—2455.

## Unattached.

21121 Schmidt, Fritz, 670 Carroll st., Brooklyn  
21133 Cozzens, Horatio G., care Tiffany & Co. Union sq., New York

## OHIO DIVISION—1—929.

## Unattached.

21135 Cole, J. Wendell, Box 84, Columbus

## RHODE ISLAND DIVISION—3—262.

## Unattached.

21138 Stoddard, Rev. W. P., Little Compton  
21123 Chase, Wm. Thayer, Box 1001 Providence  
21139 Henry, Alfred E., 16 Alma st., "

## TENNESSEE DIVISION—1—107.

## Unattached.

21136 Harris, Robt. D., care Anderson Green &amp; Co., Nashville

## OFFICERS FOR 1888—89.

## PRESIDENT,

T. J. KIRKPATRICK,  
Springfield, Ohio.

## FIRST VICE PRESIDENT,

H. W. HAYES,  
103 State Street, Boston.

## SECOND VICE PRESIDENT,

W. S. BULL,  
16 West Eagle street, Buffalo, N. Y.

## TREASURER,

W. M. BREWSTER,  
309 Olive Street, St. Louis, Mo

## SECRETARY,

ABBOT BASSETT,  
12 Pearl Street, Boston, Mass.

## Standing Committees.

## Executive and Finance.

T. J. Kirkpatrick.....Springfield, O.  
H. W. Hayes.....Boston, Mass.  
W. S. Bull.....Buffalo, N. Y.

## Membership.

G. Carleton Brown.....Elizabeth, N. J.  
Frank C. Blodgett.....Detroit, Mich.  
Alfred Ely.....Cleveland, O.

## Rights and Privileges.

Chas. H. Luscomb.....280 Broadway, N. Y.  
J. S. Dean.....care *Bicycling World*, Boston, Mass.  
A. Moore Berry.....421 Olive street, St. Louis, Mo

## Rules and Regulations.

Dr. Wm. H. Emery 1177 Tremont street, Boston, Mass.  
W. W. Share.....P. O. Box 22, Brooklyn, N. Y.  
Henry Crowther.....P. O. Box 1582, Philadelphia, Pa.

## Improvement of Highways.

Stephen Terry.....Hartford, Conn.  
Chas. S. Butler.....263 Main street, Buffalo, N. Y.  
H. S. Livingston.....Cincinnati, Ohio.  
Care Seasongood, Menderson & Co.

## Racing.

C. S. Davol.....Warren, R. I.  
George S. Atwater: 206 Penn. av., Washington, D. C.  
Col. George Sanderson.....Scranton, Pa.  
George Collister.....Cleveland, Ohio.  
Care Davis, Hunt & Co.

W. M. Brewster.....309 Olive street, St. Louis, Mo.  
H. H. Hodgson.....New Orleans, La.

## Transportation.

Burley B. Ayers, 153 S. Hoyne avenue, Chicago, Ill.,  
Chairman, with other appointments yet to be added to this committee.

## Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find \$ for initiation fee and dues in the League of American Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed,

Club, P. O. Address,

References: City

State,

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is \$1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance.

If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose \$1.50 with the application, after that date, and until April 30, 1889, enclose \$1.25.



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The value of a bicycle tire is determined by its elasticity, durability and adhesion to the felloe, and in comparing the Columbia tires with any others in use, they will be found well to the front in all of these essentials. The Pope Mfg. Co. does not claim that the Columbia tires never get loose, but it does not hesitate to affirm that very gratifying results have been obtained by its method of cementing the tires, and rarely has any complaint of loosening been submitted. This method has been still further improved upon, and by the new process of cementing, the Columbia tires of 1889 will adhere to the felloe firmer than ever, and the percentage of loose tires be reduced to the minimum.





# THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.  
5 cents a copy.

BOSTON, 7 DECEMBER, 1888.

Volume XVIII.  
Number 6.

## HISTORY REPEATS ITSELF

again, and we are obliged to step modestly forward and gather in another laurel leaf for the VICTOR.

This time it was at Philadelphia, and the occasion was the

### **SPORTING LIFE 100 MILE ROAD RACE.**

There were thirteen to start, but only two to finish, and both of these rode VICTORS. The course was a hard one, being profusely ornamented with hills, but notwithstanding this, both these men broke the American amateur record, which, by the way, already belonged to the VICTOR.

No, we don't think it is fate that gives the VICTOR its success in road racing. It is a fact that they are made of the best of everything, and built to be winners.

More and better road races have been won on VICTORS than on any other machine in the market, and we submit this fact as very good evidence that they are stronger, lighter running and more reliable than any others. Ask VICTOR riders.

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For further information see Page 52.

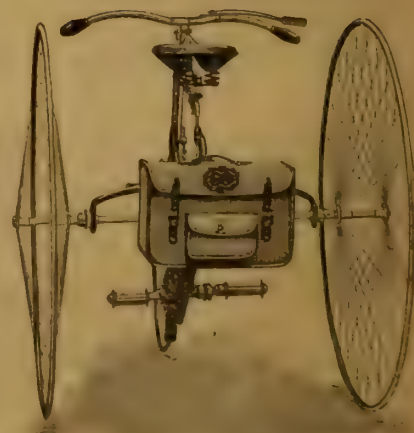


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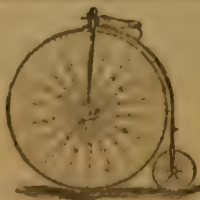


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Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

## TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

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## EDITORS:

**C. W. FOURDRINIER.****J. S. DEAN.**

BOSTON, 7 DECEMBER, 1888.

THE rather unsatisfactory manner in which certain well-meaning gentlemen have been piling up so-called road records lately, turns our thoughts once again to the necessity of having some sort of an organization to pass on and control this branch of the sport.

It is now one year ago that we took a decided stand on this matter of road records, and we took that position in self-defence and because we believed that it was for the best interests of the sport, and finally because there was not any organization in this country which controlled road racing. It is very certain that the League will not take any cognizance of this branch of cycling, and while we deplore the fact we cannot but think this refusal is consistent with the motives and objects of the national organization. We do not care to arrogate to ourselves the position of censor and absolute judge in this matter of what shall be required in order to establish a road record, therefore, in view of the fact that there is no national organization to formulate rules and pass on claims we invite the editors of all our contemporaries to join us in formulating a set of rules which shall be guides for all those who hanker after fame of that particular kind.

Concerted action of this kind would be much better than no action. We at the present time cannot accept any road records except as laid down in our issue of a year ago, but this does not effect our contemporaries. In this we should have common cause, and we hope our proposition will meet with the approval of our readers and the support of our contemporaries.

## A GENEROUS DONATION TO THE McCOMBIE FUND.

THE WORLD is in receipt of a letter, enclosing a check for \$20, from Mr. Edward C. Anthony, Secretary of the Taunton (Mass.) Bicycle Club, and which he sends as a contribution from the members of the Taunton Bicycle Club. This practical expression of sympathy from an out of town club is worthy of recognition, and we should be pleased to see it duplicated many times, as the object, the relief for the widow of the late Mr. McCombie, is a worthy one.

## SOME SPRINGFIELD (ILL.) SPASMS.

THE Capital City Cycling Club, of Springfield, Ill., held its first "smoker" in its new club rooms, Hay Building, November 28, and it was a very gratifying success in all particulars. Although there were several counter attractions in the city, the rooms were filled with "knights of the wheel," and their friends. The smoking "materials," fruit, nuts, etc., provided, were thoroughly appreciated, the pool, chess and card tables were well patronized, and the result will be probably quite a number of new members to the club. There is some talk of having a "ladies evening" after the close of the wheeling season.

At the smoker, Captain Fogarty was particularly distinguished by his wit, his pants and his fine shots on the pool table. Our worthy President, Mr. Edgar S. Barnes, and the Secretary, Mr. A. A. Billingsley, wrestled with the chess men. Mr. Billingsley got one heat in three, and says that is sufficient glory for the present, but Barnes hopes to reverse this record before the close of the winter. The "large, round" and elegant Secy.-Treasurer of the Division, Mr. Thomas F. Sheridan, contributed dignity and *ecclat* to a game of whist. By the way, Tom is one of our hardest riders, and the fact that he did not succeed last summer in at least tying Capt. Fogarty's "century," still rankles under his "weskit." Brer Beaton was one of a very hilarious party around the pool table, and the benevolent countenance of Mr. "Joe" Ruckell, and the lugubrious visage of Standard Bearer Charley Robinson, were ubiquitous. Mr. O. M. Hatch, Jr., contributed a full-grown plug of eating tobacco, which hangs by a string close to the pool table. "Deacon" Sherwood came late, as usual, but made up for it by staying late. I had so much turkey for dinner to-day (Thanksgiving) that I can think of no more news.

O. R. DINARY.

## THANKSGIVING DAY IN THE QUAKER CITY.

ALTHOUGH we have many things to be thankful for, the weather is not one of them. For weeks and weeks we have had cloudy and rainy weather incessantly, and last Thursday was no exception to the general rule. It dawned raw, cold and dismal, with the roads in horrible condition, on all excepting the Lancaster Pike, where the Telford surface sheds the water. Nevertheless all the clubs were out in force, Pennsylvania sending a large contingent to Norristown, under command of Captain Supplee, while the South End and Mt. Vernon were also well represented.

The blue-coated Philadelphians had one of the social runs for which they are famous, taking some twenty-five along, a number of whom were ladies. By special invitation they stopped at the Armbruster farm, on Montgomery avenue, where Miss Armbruster, one of the members, had luncheon served, to which ample justice was done, the proverbial cyclist's appetite doing itself no discredit. After pleasantly passing away a couple of hours, the party returned to the city for their Thanksgiving turkey ... and cranberry sauce.

The event of the day, in the asphalt district, where the great unattached do mostly congregate, was the hare and hounds chase of the Century Wheelmen. At 9.30 A. M. the vicinity of the club house was thronged by people to witness the start. Upwards of thirty of the gray-coated riders had assembled to join the chase, and but a few minutes after the time named, the hares—Messrs. Brown and Swayze, on a Psycho tandem—lit out at a rattling gait. They carried a bag of scent in front of the machine, but did not use this until they struck the country lanes. Two detachments of hounds were started in chase—the first after a lapse of three minutes, and the second, comprising the fastest riders, in eight minutes. After starting the second lot, Captain Fleming and Lieutenant McGlathery, hauled out a new Psycho tandem, which they had kept dark to surprise the boys with, and followed the trail, overhauling the rear guard not far out Broad street. After leaving the asphalt, north Broad street was a sea of mud and the sidewalk had to be taken in places. This, of course, prevented fast time being made, but afforded no advantage to either side. The hares made a good race, but on the York Road, near the toll gate, they were finally run to earth, the first man to overtake them being Barnett. At this point Hall took a tremendous tumble from his Star, and had to be carried home. The entire party now crossed to Chestnut Hill, and after a brief rest, the run in to the city was made at a brisk pace, reaching home in time for dinner. It was voted a great success by all hands and should be repeated.

Philadelphia, Dec. 3, 1888.

"ARIEL."

THE Brookline (Mass.) Cycle Club has decided to keep "open house" every Thursday night during the winter months. This enterprising club is one of the most prominent social organizations of the town, and is continually increasing its already large membership.





## NOTES BY

## THE "CAVILER."

to try and be mannish, and how utterly futile is her effort to conceal her real sex, when sharp, lynx-eyed fellows like Prial and Hawkshaw turn their attention to finding out "what's what." All I can say is that I sincerely trust that this discovery will not be the means of rendering my feeble feminine efforts in the future *more* unbearable than they have been heretofore. Boston perspicacity has failed to penetrate what Gothamites have accomplished. It has remained for Prial and "Hawshaw" to clothe me in petticoats and mount me on a low-framed bicycle. As usual Boston is outdone by New York. New York shrewdness vs. Boston learning; verdict for the plaintiff. Damages, loss of reputation for acuteness by Boston. Will the defendant carry the case up and ask for a reversal of the decision?

I HAVE your note, my dear Mr. Editor, enclosing a letter from a certain "prominent wheelman," who states that he had "to smile" at my comments on the probable successor of Chief Consul Hayes. It is a great downfall to my natural pride to have you and the "P. W." show me how badly I tripped up in the matter, but can you please inform me how you, my dear preceptor, managed to overlook the awful mistake? I suppose you read the copy and revised the proof. [We are to blame in not "catching on to" the error of our valuable contributor. We never noticed the *faux pas* until the article was read by us in the paper, too late to correct. Dr. Emery, the present Vice Consul, will succeed H. W. Hayes as "Chief" until the next election, and the Division can not do better than to elect the Doctor to the position for the coming year.—Ed.]

I NOTICE that in interviews with the Boston *Herald* reporter, both Captains Kendall and Peck hit right from the shoulder at the "Johnnies" of cycling. They assert that the hiring system and the cheap second-hand business has been a strong factor in precipitating the despised "Johnnie" or "Arry" into the sport of cycling. "There are two many hoodlums who do not know how to behave themselves, and they cast obliquy on the sport," says the "Doctor" and "Lonny." I admit the soft impeachment, and although I am going to take off my coat, it is not so much in defence of the "Johnnies" as it is to deal just one blow at the so-called respectable, well-to-do class of riders. Here's the blow: I aver that the most shameful breaches of good behavior I ever heard of or ever witnessed have been perpetrated by respectable (?) members of high-toned clubs, and in a good many instances League members withal. Can the two most respectable authorities quoted by the *Herald* gainsay me? Draw off, gentlemen: give the "Johnnies" and the "Arries" a chance, and by courteous and dignified example show these youths, whose education in the manners of polite society may have been neglected, how a gentleman *should* behave. The trouble is that the good example, when it should be expected, is not forthcoming, and the trouble is further that rowdiness and hoodlumism is found outside the "Johnnie" contingent, Dr. Kendall and Lonny Peck to the contrary notwithstanding.

For my part I rather enjoy seeing the Johnnie on his antiquated bicycle heading for out of town. The influence of nature and the sweet breath of God's pure air are much more elevating and health giving to the dweller of the South Cove or the North End than the vile influences and foul atmosphere of the gin mill of his native *locale*. I wish every poor boy and poor man in the city of Boston had a wheel and used it. Such general use of the wheel would do more for the cause of temperance and morality than all the societies for the suppression of vice in the country. And I make this statement with all sincere respect for the earnest humanity-loving work of the said societies.

ROWDYISM and its attendant annoying and disgusting feature is to be expected from the product of the slum; therefore, let respectable wheelmen, by their example, aim to raise the standard of the "Slummer," and not lay the charge that the "obliquy" all comes

from the North End or the South Cove. It is not true. It is the "respectable loafer" that needs the tongue lashing of censure, it is he who brings "obliquy" on the sport, "obliquy" on himself, his respectable club and his respectable family and surroundings. Out on such chaps, the despised Johnnie shines with immaculate propriety in comparison with the respectable rowdy.

## NEW YORK.

## "HAWKSHAW."

YOUR recent editorial on the incorrectness of the position wheelmen are wont to assume in acting as though they occupied a plane in the affairs of the world that lifted them above and aloof from all the recognized laws that govern the non-wheeling community, is an evil, great in proportion and without the slightest basis of reason or fact, which should in consequence thereof be put down by a strong hand by those watchful of the welfare of the sport, if they do not desire to see the same course pursued towards it by those who are its enemies. You stated the case both clearly and logically, and as I read and approved of the article my mind wandered back to the days when wheeling as a puny infant was nursed and cared for by a few enthusiastic supporters, who to-day see the infant grown to a giant, and much inclined, in consequence of its present strength, to deride its former wet nurses, and call them "old fogies" when they attempt now, as formerly, to keep the young Samson of cycling from being shorn of some of his exuberant locks by the Delilah of public opinion. How well I remember how we who nursed this infant in our enthusiasm set about the entire disorganization of the world, and a reconstruction of it upon a purely wheeling basis. It was no longer to revolve on the plain bearings of its own axis, but was to be fitted by us with ball bearings, so as to run both easier and faster, and when that was done we even proposed to invade the celestial regions, and there equip angels with wheels as a locomotive power instead of wings.

GREAT indeed were the reforms to be accomplished, and to be a wheelman then meant to be swept away by the full tide of our enthusiasm, and to be lifted up beyond the prosaic surroundings of every-day life to a poetical and impracticable seventh heaven we had constructed for ourselves, wherein only wheelmen dwelt, and all things revolved upon wheels. From its early training thus imbibed from us therefore, has the present giant acquired that tinge of romanticism, that now in the sere and yellow leaf of our old age, do we, its nurses, attempt to take from it, for its own good and preservation, while deep in our own hearts lurks the suspicion that we are somewhat guilty of planting there. Of the many reforms and reconstructions we thus planned in the elder day how few were ever really accomplished! Perhaps the least of these changes, and the one we put some of our "best licks" in on, was the dress reformation idea, which was to result in the abolishment of "pants," through the introduction of the fashion of the every-day use of knee breeches. In this sad we were a unit, and strong in belief of an early dawning of the day that would see exhibited in dime museums the abominable "pants," as examples of the ignorance and bad taste of the world prior to the crusade of the cyclers that was to regenerate it. All over the country, especially in the cities of New York, Albany and Chicago, was the subject agitated and talked of by wheelmen, and in the case of the last two cities associations were actually formed by cyclers to push this millenium of tailoring, but the spindle-shanked and bow-legged contingent of humanity was too much for us, and seeing in the introduction of knee breeches a tearing away from them of the only means they had of hiding their physical defects they fought for "pants" and protection, and won.

I REMEMBER well how in those days we radical reformers wouldn't even have our pajamas cut other than in the most approved pattern of knee breeches. How we never walked through Central Park and viewed the cast-iron monstrosities we called statues, which purported to be the counterfeit of men great in art and letters, sciences or war, that we did not see in the fact that nearly ninety per cent. of them wore knee breeches, a clearly shown prophesy of the certainty of the accomplishment by ourselves of the dress reformation of misguided masculinity that we were then engaged in. But prophesies, and those of a cast-iron, idolatrous order, are not always to be relied upon, especially in the present case, as any one, no matter how prejudiced they may be in favor of the every-day wearing of knee breeches, must confess, when they walk Broadway and see the balloon job-cut trousers that we ourselves, like any other man, still disfigure our legs with. To-day is indeed the lowest ebb that the tide of the knee breeches boom has ever experienced, since it swept like a scourge throughout the ranks of wheelmen. But there is no ebb, no matter how low, that is not followed by a flood tide of equally as great a magnitude, and may it not be so in the case of our wrecked and shattered knee breeches boomlet?



"STRAWS show which way the wind blows," and so does the present fashion of voluminous trousers for that matter, and a "straw" which has faintly struggled to stem the tide of the "pants" torrent, may be found in a recent article by the well-known novelist, Ouida, adversely criticising the present form of men's dress, and it has been sighted by some of the old-time knee breeches reformers, and welcomed as an omen of that turn of the tide that they have never despaired of seeing. This gifted lady, in a hundred dollar a column article in the *Sunday World*, says: "If Prince Edward of Wales, who has, it is said, a great desire to reform the present hideous fashions of male attire, would bring in the use of the blouse for general dress, with knickerbockers and gaiters for the day, and knee breeches and shoes for ordinary wear, and the George the Second costume, with gold and silver embroideries, for full dress at all times, he would indeed confer a benefit upon his generation and make his name dear for all time to all persons who have any artistic perceptions. \* \* \*

Now then, ye knights of the knee breeches, fall in behind the banner of reform thus born aloft by so fair and so well paid an advocate of freedom from the flapping trouser. Sound ye the wild bazoo of your crusade, and incarnadine the heavens of public opinion with the Roman candle of reform! Shout ye your wild hosannas, and clang lustily thy cymbals! and yet may the now-suffering man erect to thee some brazen image that future generations may worship thee as the apostle of the display of the golden calf.

#### PORKOPOLIS NOTES.

##### "STAR."

ON Sunday, November 25, the C. B. C. took their final official run for the season of 1888. Nine of the faithful, under the command of the Snake-Charmer, started in the keen frosty air and wended their way to that Mecca of all local wheelmen, Miamitown. The frozen ground had been worn smooth and the ruts were well defined and easily avoided so that the ride was a thoroughly enjoyable one; then the coasts—Oh my! On arriving at their destination they met the \$10,000 beauty, the bearded lady and the mascot who had gone out the previous evening and who had some very thrilling experiences to relate. They went as far as Cheviot and waited for the moon to rise but when she came up she was only half full and consequently of so little benefit that they went on their way regardless of ruts till they reached the natural gas well where they held a war dance and the bearded lady singed off half of her beard. As the twelve hungry riders were about to sit down to the table, in came the tardy Huseman at which Charley Ross jumped up and declared he would not sit down to a table with thirteen and was only pacified by Mr. Chamber's son coming and sitting down. After dinner, Charley Ross and the fat woman began to waltz to the music of Marqua's mouth harp but they shook the building to such a degree that they were compelled to desist.

THE Fat Woman is raising such a luxuriant crop of whiskers, that even the Bearded Lady is becoming billious.

"TOOT" HIGH and Amor Hall went to Florence two weeks ago. They say they went to see "Toot's" aunt. Well, perhaps they did.

MR. A. A. BENNETT is very anxious for your correspondent to come out strong against scorching as he says that it is the most foolish and hurtful practice in which a bicycle club can indulge.

LITTLE Willie Greenwood will positively leave for Boston next Thursday with his brother. He intends to become an electrician and his friends need not be surprised if in about two months he brings back an electric bicycle with electric headlight and improved phonograph attachments that will enable him to tip his hat to passing lady friends, listen to an entertaining conversation while on a run, and coast the steepest hills on the darkest nights.

THE question of securing the next State Meet is being agitated by those who believe it would stimulate the interest in cycling. That it would have the desired effect there is not much doubt, but it is perhaps well enough to remind those who want it to be held here that it will require a good deal of time work and money on the part of those whose duty it will be to make all of the arrangements, for those of us who have pride in our city do not care to see her outshone by either Toledo or Springfield.

DR. T. L. BROWN has been delivering a series of lectures before the Veloce Club, and for the benefit of those who were unable to attend it is stated that there are quite a variety of "Stars." For instance: The Morning Star, The Evening Star, The Star of Destiny, The Star-eyed Goddess of Reform, The Star of Empire, The Star Bicycle, The Shooting Star, The Falling Star, The Theatrical Star,

The Star-route, The Star-board and The Star Chamber; but none of these, however, equal in brilliancy the myriads of multicolored stars seen by wheelmen on coming to grief.

"Caviler" in the issue of "The BICYCLING WORLD AND L. A. W. BULLETIN" for November 16, in speaking of Windle as a little "Tin God" reminds us that we also have a cycling deity in the person of our "Burroughs." One would hardly suspect on looking at him that he would be able to make any showing in a race with even third rate riders, his appearance is so deceptive that when he went to Cleveland last year he was guyed by the crowd who called him "Skinny" and other equally uncomplimentary names, but when he rode right away from the crack riders and carried off first prize in every race in which he contested, they changed their tunes. His endurance is something wonderful. In the seventeen-mile road race last summer, which he easily won though pitted against the best local talent and handicapped thirteen minutes, he was apparently as fresh at the finish as at the start. It is believed by his admirers that if he would only train properly and could have proper coaching that he would make even the "Little Tin God" look to his laurels.

#### CHICAGO.

##### THE "STROLLER."

AH, "Linneus," did I step on a pet corn when I said that Stone had better try Lumsden again before making any bluffs toward Windle? So you think Percy Stone and Lumsden are only third rate men. I had rated Percy a notch higher, putting him on a par with Lumsden, but if he only considers himself third rate, why the woods are full of such men here, and he had better try Roe, Luce Fordham, and a host of others before challenging Lumsden. And I see that Percy denies telling a fair belle of Quincy that he "did not have to train for the races there; he could win all without training." Oh Percy, where is your Southern chivalry, to be so discourteous as to contradict the statement of a lady? Now, "Linneus," suppose you jog his memory by asking him if he would like to hear what the Mayor of Quincy could say on the subject. By the way, "Lin," old boy, how did you happen to leave out the mile and a half lap race (in which Lumsden took every lap just as he pleased) in your account of the Quincy races in the *WORLD* of Oct. 19th? Surely Percy must have been in bad condition. Now, "Linneus," if you are really in earnest, send in your challenge for a race for a 100 or a 200 dollar medal between Stone and Lumsden, and see how quick it will be accepted. But quit bluffing, please.

HOSFORD, of the Chicagos, is one of the timers at the Casino Gymnasium this winter.

THE Lincoln Club entertainments bid fair to be one of the most successful things for the winter season.

THE past week has been perfect for wheeling, and wheels that had been laid away for winter have been suddenly put to use again.

THE ball to be given by the C. C. C., in honor of consolidation, will be at Martine's Hall, about Dec. 29th, and will be a full dress affair.

THE road race "Linneus" speaks of, fell through owing to Mr. Brewster's inability to get a team together, or so I am informed by Mr. Garden.

THE Oakland Wheel Club, a small but enthusiastic body of wheelmen, are agitating the League question, and will probably join the League as a club.

DO the three Cs. expect to down the Illinois by such shabby tricks as the one just perpetrated? Good-natured rivalry is all right, but, gentlemen, I fear you have made a mistake for the once.

THE Æolus Club held their second reception Nov. 29th, Thanksgiving night, and the Æolus boys made it a most enjoyable affair for all who attended. A more social lot of young men it is hard to find.

I WAS surprised to see Randall occupying a box at the "Nadgy" performance Wednesday evening, and Skinkle also, for I have always thought that Randall and Captain Davis, of the Illinois, were the best of friends, and then to see Randall there, a participant in a shabby trick of that kind, surprised me greatly.

THE Pastime Cycling and Athletic Club had a merry time at their reception Friday evening last week. What with boxing, wrestling, songs and recitations the time fled quickly. After the supper dancing was indulged in. The Pastimes are doing a large office business in the way of new members, seventy being acted upon at their last regular meeting.

QUITE a number of the Douglass Cycling Club were present as



guests of the Illinois Club at their theatre party, and rumor has it that the Douglass boys would like very much to consolidate with their enterprising neighbors the Illinois. I hope this is so. The Illinois Club is one of the strongest and most active clubs here, and as I have said before, if we can not have one club here there should be only three, one in each division of the city.

THE entertainment given by the ladies of the three Cs. at the Lake avenue club house, Thursday evening last, was a leap year domino party, and was one of the most pleasing as well as successful entertainments ever given under the auspices of a cycling club here. Seventy-five couples were present in full dress, and the dancing was kept up until a late hour; a most excellent supper was served to all. Too much can not be said in praise of the committee who conceived and carried out this undertaking so successfully.

A SHABBY trick was played on the Illinois Club at their theatre party, by a few members of the three Cs., and an attempt made to take the glory of the evening from the Illinois Club to themselves. Some of the defunct Chicago Bi. Club members, hearing of the Illinois men's plans for the occasion, engaged the three lower boxes, draped them with the C. B. B. colors and badges, and with a few invited guests occupied the same, wearing the ex-C. Bi. C. colors, and after the presentation to Miss Hall, in the first act, presented Miss Jansen, in the second act, with a floral wheel, Miss Jansen wearing their club colors. It was a small piece of business, and the "Stroller" was sorry to see it.

#### BUFFALO.

"ALL BABY."

I HAVE scratched my pate in vain for the inspiration that never came, and the few straggling hairs that remain are sure to come out by the roots unless I take up my pen, go at it again, and write up a few Buffalo notes. The annual meeting of the Buffalo Bicycle Club occurs on Monday, Dec. 10, at which time officers are to be elected for the ensuing year. I wrote in a former communication that the voting would hereafter be by ballot—after the manner of civil elections—but when a second vote was taken at a subsequent meeting the amendment was lost. I was sorry that it did not pass, but I have strong hopes that it will be taken up next year, and will unquestionably receive a strong support.

THE Buffalo Bicycle Club gave the first of four dancing receptions at the club house last Wednesday evening. It was one of the most enjoyable and successful receptions ever given by the club, and it augurs well for the social life the coming season.

THAT young and vigorous organization, the Zigzag Bicycle Club, are domiciled at 917 Seventh street. They already number over fifty strong. They give their first public entertainment—or grand ball—at Music Concert Hall Thursday evening, Dec. 20. Tickets seventy-five cents, admitting gentleman and lady.

THE women's wheel club gave the first of a series of lectures on subjects of especial interest to devotees of physical culture, at the Buffalo club house last Monday evening. The lecturer was Miss Alice Foster, the Director of the gymnasium at the Women's Union. Dr. Julius Kohlman, of Buffalo, will lecture later in the course.

THE whist, pool and billiard tournaments will be in full swing after the 15th, and there is an unusual interest taken in them this season. From present indications there will be some lively skirmishing, and many of the boys are practicing on the sly; and they can't do it any too often if they would beat Mr. R., who last week made a run of sixty-eight points.

#### DENVER.

"OCCASIONAL."

I AGREE with "Mentor" as to the jump-pedal mount being the most graceful and easily accomplished of them all. But as to crediting it to the Kansas City men, he is wrong. Several of the Denver riders are, and have been, using this mount continually for the last season.

THE Ramblers gave quite an enjoyable entertainment and smoker at their club rooms on the evening of Tuesday, Nov. 20th.

THE Ramblers during the last month had two short hare and hound runs and one "follow the leader" run. What is the matter with these road burners? It doesn't seem as if "they're all right," after all. You're not afraid to go out of town, are you, boys?

JOS. L. GARD, of the Denver Ramblers, has just received his new wheel from the hands of the makers, Solamon Bros., of this city. It is a marvel of lightness and strength, and is three quarters of an inch narrower in the tread than the ordinary make. His intention, I believe is to become a crack hill climber; he'd make a dandy, too.

Look at the record of the Social Wheel Club's Captain. He has attended every run of the club since its organization, on Jan. 18th, 1888, numbering in all forty-one. The distance covered, on club runs only, by him counts up to 2115 miles. He has never been absent from a club meeting, and always been one of the first to put himself out for the club's benefit. He can hold his own on the road and track, and is behind none when it comes to being a gentleman. The Socials can be justly proud of Captain F. N. Coleman, and I predict that they will show their appreciation of his services by an unanimous re-election.

THE Social Wheel Club's five-mile handicap road race of Sunday, Nov. 25th, was won by E. R. Pynchon, 2 minutes, in 19.03; Herbert Shaw, second, one and one third minutes, in 19.07; L. W. Marshall, third, thirty seconds, in 19.13. A strong wind, which blew right in the faces of the riders over half the course (two and a half miles with turn), accounts for the slow time made. The first prize was a handsome solid gold medal, the second a "King of the Road" lamp, donated by one of the prominent cycle dealers here. The great rivalry between the scratch men made them afraid of one another, and their sole ambition laid in their efforts to beat each other over the tape; the result was a magnificent spurt by Coleman, in which he passed the line one second ahead of Creek. Time of each, 20m. 20s., and 20m. 21s.; third scratch man fell out at three miles. If the scratch men had gone out with the intention of beating the field, instead of one another, things would have been different.

#### GEORGIA.

"RAMBLER."

OFT(EN) on the still summer night I raise up my voice in a howl of distress at the carelessness and thoughtlessness of the journalistically-inclined Southern wheelman, who never takes the opportunity to use the columns of the WORLD to let our Northern brothers know that we aren't dead. No, not by a long shot. If my ideas are correct, about this season of the year the cyclists of the colder climes are coating their wheels in oil and flannels, and storing them away in the out-house about as sadly as a parent buries its only child. Down South—we are taking out our wheels and rubbing them up for the coming ten months of cycling weather that will not be beaten any where. It's most too hot to ride down here in July and August, but with these exceptions, our wheels are never laid away.

"SENATOR" MORGAN is down this way now. He has been taking in the State Fair here at Macon and the Expositions at Augusta and Columbus. He is riding and showing the Coventry's Swift Safety. The little wheel attracts much attention, but the native riders failed to get him to show anything like speed on it. He was quite sick while here, and was laid up for a week.

HORACE CROCKER is also paying the State another visit, and has a dozen wheels on exhibition at the Chattahoochee exposition at Columbus. He was here a month last fall, and entered several races against local men.

"BOB" BRANTLY, for some time holding the title of champion of the South, has gone and got reckless, and married, though those of the boys who have seen his better half say they don't blame him in the least. Bob's best race was made in Atlanta last fall, when he beat Crocker in a race of five miles, in 15.06, which is much better time than Rowe and Howell have made in some of their races.

LESTER E. HICKOK, one of the Pope Co.'s men, accompanied by his wife, is down here on a Columbia tandem. He, and the manager of his firm's branch house in New York, have a large display of their folks' wheels at the Augusta National Exposition. Crocker, Hickok, Morgan, Windle, and all the cycling celebrities are looked for in Macon this week.

"CENTRAL City Wheelmen" is the new name under which the old Macon Bicycle Club has been re-organized with the following officers: C. A. Persons, Captain; Ed Oliver, First Lieutenant; and H. B. Beatty, Secretary and Treasurer. The club members are mostly business men, and can't get off to take runs during the week, so the bright moonlight nights are being taken advantage of, and some of the runs after tea continue as late as mid-night. I'm off for one now. Wish you all were with us, but as you are not, good-bye.

#### NEW JERSEY NOTES.

"RATCHET."

THE jolly boys of the Hudson County Wheelmen held a very enjoyable "smoker" on Thanksgiving Eve, in their club rooms, 555 Communipaw avenue, Jersey City. The programme was a very fine one. Tobacco was used in plenty and everybody had a good time. Mr. Levy, of Hoboken, who is an excellent mimic and farcical artist,



# AGENTS WANTED.

Cycle dealers who are in a position to import our wheels into the States and to push the sale of them will oblige by communicating with us. At the expiration of the present year we shall require a first-class agent in each principal centre.

The name and fame of the **Quadrant Tricycles** abound in the States. We have now also several splendid lines to offer in **Safety Bicycles** of tip-top quality with important improvements and at moderate prices.

**THE QUADRANT TRICYCLE CO.,**  
**Sheepcote St., - - - - - Birmingham, England.**

gave a number of recitations. Banjo solos and duets by Messrs. Meyers Court and Cohank; zither and harmonicon solos by J. Court, and German dialect recitations by G. L. Bettcher were features of the evening. The bicycola was on hand and Dr. E. W. Johnson secured first prize with 2,670 points, G. H. Earl capturing second with 2,650. Other prizes were won by Messrs. Day, Demmert, Korth and Strugnell. These "smokers" are held monthly and are always looked forward to with pleasurable anticipation by the club members and their friends.

• By the way, Mr. Editor, it is the Hudson County Wheelmen, of Jersey City, N. J., instead of Pennsylvania, which will admit lady members after January 1st, 1889.

THE one-mile race for the "Benedict Medal," was to have been ridden on Thanksgiving day by the members of the Hudson County Wheelmen, but on account of bad weather it was postponed. The race was to have been held on the Elizabeth boulevard.

FRANK BROCK, bookkeeper for Howard A. Smith & Co., of Newark, has been added to the list of Eagle Rock climbers, having made four round trips on that hill without a dismount on Sunday (2) his mount being a 45-inch special Star. The ride was witnessed by Harry C. Paxton of Orange, Alfred Swartout and Charles A. Silver of Newark.

THE Orange Wanderers held their closing run on November 3d. The club has decided to have a series of social events during the "off season," and Messrs. Charles W. Lindsley, Harry W. Smith and Frank P. Jewett have been appointed a committee to arrange for the same. Harry W. Smith has been elected Secretary and Treasurer, *vice* J. W. Gilmore, resigned.

THE Hudson County Club have arranged a mammoth theatre party for the 14th inst., and all the orchestra seats in the Academy of Music (New York) have been reserved for the party. The party will include delegations from Newark, Orange, Elizabeth, Bloomfield and Plainfield, besides the Hudson County contingent. The play to be witnessed is Hoyt's "A Hole in the Ground."

THE members of the Atalanta Wheelmen, of Newark, are keeping their muscles in trim on the bowling alleys, and practice regularly on Thursday evening of each week, in the Academy of Music. On Thursday (6th) they will roll a "pie and cider match" against the American Bowling Club, the strongest organization of the kind in the city. The Atalantas have some fine bowlers and it is hoped that they will enter a League, if one is formed amongst the cycling clubs of this vicinity.

## SYRACUSE.

### "SALINA."

THE time for our annual club election of officers draws near, and from all appearances the contests will be lively. The Presidential candidate is already settled upon and as he has no opposition will go in with colors flying. The other offices will no doubt be contested. However, gentlemen, whatever we do, let us think twice and make sure that there will be no mistakes in our selections. Let us elect men who will acceptably fill their respective offices during their entire term and who will always work in the club's interest.

We would like to calmly but most forcibly ask, "Where is our photo. of the Buffalo meet?"

THE offices of Secretary and Treasurer have always been held by one man in our club. This will be changed, making two separate offices, thus lightening the burden and more equally distributing the work.

WHY is it: That "Winnie" is such a shark? That Lighton is a dude? That Avery is "so funny?" That "Ted" is going to leave us? That Wiard loves prohibition? That Bill Nye bought so many suppers? Echo answers, "Why?"

THE rapidity with which some of our fellows are acquiring the arts of pool and billiards is indeed surprising. "Sharkey" Ch—excuse me—is not far behind in the race, and with a little training and coaching will pass his competitors on the last quarter.

WE don't want to be set down as a moralist or a chronic grumbler, but we do feel called upon to give a few words of advice, even though they come from one who has had little experience. The climax of our cycling club has come! And it remains with each club man, individually, to decide whether our club shall prosper or no—these decisions to be made public by each man's actions. Though our men are young in the main, nevertheless they *are men*, and they should so govern themselves. Gentlemen, let us have a decided change in the order of things, and hereafter carry ourselves as an organization of gentlemen should.

## NEWS

### AND COMMENT.

ONE of the most active Cycle Clubs in the country is the Hartford Wheel Club. As a successful tournament promoting club it ranks with the Springfield in the latter's palmy days. The club at present numbers sixty members. The club has always been very liberal in the matter of prizes awarded at their tournaments both to amateurs and professionals, but it is doubtful whether professional events will ever again find a place on the programme of the Hartford Wheel Club's Tournaments. The experiences of 1888 have rather soured the Hartford men in the matter of professional racing(?)

H. E. DUCKER is reported as making silent preparations for "the biggest yet."

THE Cambridgeport Club will probably inaugurate a series of ladies' nights during the inactive season.

L. A. W. No. 18,746 claims 6000 miles this season as the New England record. Can anyone in New England beat it?

CHIEF CONSUL JESSUP, of Philadelphia, will be the candidate pressed forward by Pennsylvania for the Presidency of the League.

THE Wilkesbarre (Pa.) Bicycle Club opened the social season by giving a ball at Loomis Hall, in that city, on Thanksgiving night.

MR. CHARLES C. CANDY, the Kansas City representative of the Overman Wheel Co., was in town last week, and paid the WORLD office a call.

SNOW, rain and generally disagreeable weather put a quietus on the proposed races to be held by the Manhattan Bicycle Club, of New York.

WE think we know now why E. G. Whitney could not content himself with the giddy whirl of fashionable dissipation incidental to life on a New Mexico sheep ranch.

THE home of the Boston Bicycle Club, after January 1st, will be at No. 14 Boylston street, between Washington and Tremont, a most excellent location for down town.

THE Dec. 8 issue of *Texas Siftings* is a splendid one. It is the Christmas number. Send in your order at once, and have your subscription commence with the Xmas number.



# **EASTERN ROAD CLUB CUP TIE.**

NOVEMBER 8, 1888.

"E. P. Benson established a Safety record for 25 miles in the time of 1h. 35m. 25s."--*Bicycling World*, Nov. 16th, 1888.

The Machine ridden was a

## **SWIFT ROADSTER.**

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| WARWICK  | <p>CATALOGUE READY JANUARY, 1889.</p> <p><b>THE WHEELS FOR 1889</b></p> <p>ARE</p> <p>THE <b>Warwick Perfection</b> BICYCLE</p> <p>AND</p> <p>THE <b>Warwick Perfection</b> SAFETY.</p> <p>WHEELMEN LOOK OUT FOR THEM.</p> <p>≡ Agents * Don't * Get * Left ≡</p> <p>WRITE FOR DESCRIPTION.</p> <p>LOOK OUT FOR THEIR TANDEM BICYCLE.</p> <p>A. KENNEDY-CHILD, Superintendent of Agencies.</p> | CYCLE                 |
| MFG. CO. |                                                                                                                                                                                                                                                                                                                                                                                                | SPRINGFIELD,<br>MASS. |



MR. HILL, of the Coventry Machinists' Co., sailed for England on the steamer Gallia, from New York. He will be absent some two months in the interests of his company and the American agency.

WHAT nicer or more appropriate Xmas gift can you make your L. A. W. friend than a League badge? Chas. H. Lamson, of Portland, Me., keeps a splendid assortment. See his advertisement and send in your order.

THE Riverside Wheelmen, of New York, will a reception give at the West End Hall Dec. 13th. Music, both vocal and instrumental, will make up a programme that attractive will be. Riding, of the kind fancy, will also the audience amuse.

THOMAS BURKE, of Hyde Park, while out riding on his bicycle Sunday morning, was struck by an Old Colony train at the Readville crossing. He was thrown some distance and was badly injured in the back, but it is thought he will recover.

LINCOLN HOLLAND & Co., of Worcester, Mass., issue an elegantly engraved calendar for the year 1889. The scene is a cycling one. It is just the thing for a cyclist, and by sending 10 cents to L. H. & Co., as per advertisement on another page, the calendar will be sent to any address.

THE news of the engagement of Elmer G. Whitney to Miss Minnie F. Dyer of Watertown, Mass., will be received by Mr. Whitney's many friends with great pleasure. We hasten to extend our sincere congratulations, and we know "our sentiments" will receive the heartiest echo at the hands of all who are favored with "good old" Elmer's acquaintance.

MR. MILES writes; "You would oblige me by informing your St. Louis correspondent that the Referee's six-day race is not off, but that arrangements are being made to hold a tournament and exhibition of cycles here next May, the six-day race being one of the features. We hope to make it a gigantic affair, and are at present negotiating with the management of the Exposition building, in which a quarter mile track can be laid with ease."

TEARS of regret dimmed our eyes when on our return from eating our Thanksgiving turkey we found the card of W. R. Pitman on our desk. Good old Pitman; we would have given a lot to have shaken him by the hand, and had a good talk of the days when the "Vet" slogged out the first American 100 mile tricycle record, and when he was a *real* live active wheelman. Later, our tears of sorrow were turned to peans of joy, because a second attempt of the "Vet." found us in, and a very pleasant chat over old times we had.

WHILE the Huntington (L. I.) Bicycle Club were giving a reception in their rooms last evening, a chandelier holding kerosene lamps fell, and a small fire resulted. The dresses of the Misses Emma and Florence Ritter took fire. Miss Florence was severely burned, all the skin having come off both arms. Her sister was more fortunate, and escaped without any serious burns; her dress was destroyed, however. The chandelier was hung on a hook which had been fastened to a lath only, and not to anything solid.

IN our issue of Nov. 23 we sportively referred editorially to a certain "featherweight Juggernaut." We then wound up our article by a fear that the cycling nuisance might be "avoided and sat upon." We received the following skit, and if we could trace the authorship we fear bloodshed would ensue:

"Your 'featherweight Juggernaut' 's a notable hit,  
But 'avoided and sat upon' 's a bull to commit;  
Thus a smoke follows after the flash of the wit."

D.

LINCOLN HOLLAND & Co. of Worcester send us the following item: "A man bearing the name of W. E. Mason has received a sentence of two years in jail for embezzlement from a local house, and one year for attempting to steal a Club tricycle from us. He got the same as far as the express office, when mistrusting things were not O. K. we tracked him and found that he had marked it W. E. Lawrence, Troy, N. Y. We arrested him and convicted him. He was an old offender, as it was proved during the trial. The machine was the property of the late J. Fred Midgley."

P. W. Corbett, so long connected with the Hyle Park (Mass) Bicycle Club, lately accepted a position on the U. P. R. R., at Cheyenne, W. T. Previous to his departure the members of his club gave him a supper, about twenty members and guests being in attendance. After justice had been done to the substantial and the cigars were lighted, Mr. Fred Wood was chosen chairman, and speeches were made by President Alexander and others, all of whom expressed their high regard for their honored guest, and wished him great success. Mr. Corbett responded, thanking those

present for the great pleasure which the occasion afforded him. He was then taken most of the way on the shoulders of his comrades to the depot, where he was serenaded before the departure of the train for the region of blizzards and cow-boys.

A WHEELMAN writing from Denver, Col., asks the following question: "Please inform if a wheelman goes into a race against a horse on the condition that if he wins he is to receive so much remuneration, is a professional, and can he be excluded from an amateur race, even though he shows his L. A. W. ticket? The wheelman in question is H. G. Kennedy, the one that rode the 50 miles against a horse down in New Mexico a month or so ago."

Our answer is, that this act does not make a professional of Mr. Kennedy. The race was a road race, and the League in no way recognizes road racing. Hence an amateur may ride on the road against a professional for a purse and still maintain his amateur status. Had the race been on a track, Kennedy would have forfeited his standing.

#### CONINGSBY IS RESTIVE UNDER SHURMAN'S RECORD.

FRED CONINGSBY made a go for a big record on Eagle Rock Hill, on a Victor 46-inch Light Roadster, on Nov. 24., but only (!) made eight round trips, his time being 1h. 53m. 47s. But one solitary cyclist was present, and consequently Fred did not care to continue his attempt, preferring to have timers and witnesses. The writer was invited to be present, but other business on Saturdays prevents any trips to Eagle Rock. The machine Fred uses in these rides is taken from stock, and has 6-inch cranks and a regular style saddle. [Too bad he was not properly checked.—Ed.]

Mr. Coningsby intends to try for a bigger record than Shurman's on Eagle Rock before the season closes. His mount will be a Victor Safety, and no one will be surprised if he raises the number of trips, although a few weeks ago "yours truly" was one of the many who thought that Fred's limit was about a half a dozen trips. Fred lays claim to being the first one to coast the Rock on an "ordinary," and says it's enough to make your hair stand to try it.

"RATCHET."

#### RACING AT WILMINGTON, DEL.

THE race meet held by the Wilmington (Del.) Wheel Club held Nov. 29, was largely attended and though the track was very heavy the races were fine and the time made, fairly good. Below we give a summary:

One-mile safety.—B. F. McDaniel, Wilmington W. C., first; T. Jefferis, same club, second. Time 4m. 20s.

One-mile (four minute class).—G. M. Gregg, first; T. Jefferis, second. Time, 4m. 32s.

Half-mile dash.—S. W. Merrihew, Wilmington W. C., first; W. W. Taxis, Philadelphia, second. Time, 1m. 47 2-5s.

One-mile (three minute class).—S. W. Merrihew, Wilmington W. C., first; B. F. McDaniel, second. Time 3m. 53s.

One-mile (novice).—V. R. Pyle, Wilmington W. C., first; T. Jefferis second. Time, 4m. 21 2-5s.

Half-mile dash (four minute class).—G. M. Gregg, Wilmington W. C., first; W. H. Sheward, Wilmington W. C., second. Time, 1m. 58s.

One-mile handicap.—G. M. Gregg, Wilmington, W. C., first; A. Jefferis second. Time, 3m. 54 1-2s.

Half-mile ride and run.—W. W. Taxis, Philadelphia, first; C. Guldin, Reading, Pa., second. Time, 2m. 24s.

Three-mile championship of Delaware.—B. F. McDaniel, Wilmington W. C., first; S. W. Merrihew second. Time, 13m. 49s.

One-mile (three and a half minute class).—A. Jefferis, Wilmington W. C., first; C. A. Elliott, Wilmington W. C., second. Time, 4m. 1s.

Two-mile handicap.—W. W. Taxis, Philadelphia, 10 yards, first; B. F. McDaniel, 60 yards, second. Time, 8m. 28s.

#### ST. LOUIS CYCLE CLUB RACES.

THE races of the St. Louis Cycle Club came off duly, as announced, at the Natatorium Thanksgiving Day. There was a very good crowd present to see the sport amongst which there were a number of ladies. The track measured sixteen laps to the mile with very sharp corners; this, with the slippery floor, made fast time impossible. The corners were afterwards improved by using powdered resin. The events numbered seven, and resulted as follows:

Half-mile novice race.—E. Barnard, first, in 1.42; H. H. Jones, second, 1.45.

Half-mile handicap open.—E. Barnard, first, in 1.40; A. A. Knight and Dick Hurck were tied for second. In the run off Hurck won in 1.36.



One hundred-yard slow race—After a number of tumbles and claims of foul the event was won by W. H. Carlin.

Harry Gordon and Jno. Stout here gave a fine exhibition of fancy and trick riding on a crank and Star.

One-mile club championship—Dick Hurck, first, in 3.21; A. A. Knight, second, in 3.22. This was the best race of the day.

The next event was a half-mile run and ride, which was won by Dick Hurck, in 2.53; Geo. Tivy, second, in 2.51.

One-mile handicap open—Dick Hurck, 5 yards, first, in 3.18; A. A. Knight, 30 yards, second, in 3.21.

Half-mile consolation—J. S. Richards, first, in 2.02; Walter Tyler, second, in 2.12.

A special race between two rival club members was won by Geo. E. Tivy, in 3.38; J. R. Pomarade, second, 3.40.

The events were closed by a burlesque race, given by Julius Hart and W. H. Carlin. The contestants were dressed as clowns, and occasioned considerable laughter by their antics.

In nearly all the races there were unavoidable accidents. The falls were many, and the only wonder is that the contestants came out of the scrimmage with but a few scratches. "LINNEUS."

#### ROAD RACING AT MEMPHIS, TENN.

We give below the results of two of the series of ten mile handicap bicycle road races held at Memphis, Tenn., Nov. 27th and 29th. The prizes are handsome gold medals, the first prize to be won three times by a rider to become his property. The results of the first race, Nov. 27th, as follows:

| Contestants.                  | Actual Time. | Mount.                  |
|-------------------------------|--------------|-------------------------|
|                               | M. S.        |                         |
| 1, George Heiss, 4 min.,      | 43 00        | New Rapid Lt. Roadster. |
| 2, C. J. Scherer, 5 min.,     | 44 00 1-4    | Victor Light Roadster.  |
| 3, A. F. Alberts, 4 min.,     | 43 15        | Victor Full Roadster.   |
| 4, Julius Wood, 3 min.,       | 44 26        | Champion Roadster.      |
| 5, W. A. Whittemore, scratch, | 41 30        | Apollo Light Roadster.  |

Timers at start and finish, Joseph Specht and Chas. Hotchkiss.

Timers at turn five miles out, S. A. Godshaw and Julius Seelig.

Judges, W. F. Yates and Robert Slusser.

The result of second race, Nov. 29, as follows:

| Contestants.                  | Actual Time. | Mount.                 |
|-------------------------------|--------------|------------------------|
|                               | M. S.        |                        |
| 1, W. A. Whittemore, scratch, | 41 30        | Apollo and Victor.     |
| 2, Julius Wood, 2 1-2 min.,   | 44 13        | Victor Light Roadster. |
| 3, A. F. Alberts, 2 min.,     | 43 49        | Victor Full Roadster.  |
| 4, Geo. Heiss, 1 1-2 min.,    | 44 32        | New Rapid.             |
| 5, John T. Willins, scratch,  | 45 30        | Victor Light Roadster. |

Timers at start and finish, Joseph Specht and Charles Hotchkiss.

Timers at turn five miles out, C. J. Scherer and Dr. Bate.

Judges, W. F. Yates and Robert W. Slusser. SCHERER.

#### FLYING FAIRY FORMS.

The idea of a six-days' female bicycle race has for some time been in the mind of W. B. Troy, of Pittsburg, Pa., and it has at last taken concrete form, and the results can be put down as eminently satisfactory to all concerned. The public showed that they enjoyed the novelty by generous support, the daily attendance averaging from 3000 to 5000. The racing was really excellent, the contestants showing rare grit and speed. The names of contestants are:

| Names.         | Years. | Height. | Weight. |
|----------------|--------|---------|---------|
| Lillie Stanley | 19     | 5 1 1-2 | 124     |
| Helen Baldwin  | 18     | 5 5     | 125     |
| Mae Allen      | 17     | 5 4     | 120     |
| Lulu Hart      | 22     | 5 5 1-2 | 130     |
| Hattie Lewis   | 22     | 5 7     | 130     |
| Jessie Woods   | 17     | 5 3 1-2 | 125     |
| Kitty Brown    | 19     | 5 6     | 125     |
| Aggie Harvey,  |        |         |         |
| Hilda Snallor  | 20     | 5 4 1-2 | 135     |

We give the total score of each contestant at the end of each day, by the day of eight hours each:

|          | Monday. | Tuesday. | Wednesday. | Thursday. | *Saturday. |
|----------|---------|----------|------------|-----------|------------|
| Stanley. | 93      | 186      | 268        | 361       | 520 12     |
| Baldwin. | 88      | 184      | 266        | 343       | 500        |
| Allen.   | 93      | 181      | 242        | 395       | 477 12     |
| Hart.    | 82      | 158      | 225        | 305       | 438 10     |
| Lewis.   | 75      | 152      | 220        | 285       | 379 6      |
| Woods.   | 68      | 143      | 196        | 236       | 344 1      |
| Harvey.  | 38      | 70       | 118        | 164       | 255 4      |
| Brown.   | 55      | 122      | 151        | 151       | 173 9      |
| Snallor. | 4       | 4        | 51         | 68        | 70 14      |

\* By an oversight our correspondent failed to send in the Friday score.

During the second day the race for first place was very hot between Stanley, Baldwin and Allen, but the plucky little Lottie managed to keep about two miles ahead of Miss Baldwin. Miss Stanley broke her bicycle and had to ride most of the day on a smaller one.

#### COLUMBUS (GA.) TOURNAMENT.

THE three-days' tournament, under the auspices of the Chattahoochee Exposition and the management of F. L. Ingram, at Columbus Nov. 21, 22 and 23, passed off very nicely, being the postponed races from Oct. 10, 11 and 12. The entries for the amateur events were fairly numerous, but many absentees left Mr. Ingram very short of amateur talent.

##### FIRST DAY.

One-mile novice—H. Thornton, first; R. L. Ross, second.

Half-mile professional—H. G. Crocker, first; J. A. Polhill, second; Morgan, third.

One-mile open—H. Kingsland, first, B. H. Polk, second.

One-mile handicap—H. Kingsland, scratch, first; Thornton, 250 yards, second. Time, 3.31 1-4.

One-mile professional handicap—J. A. Polhill, 100 yards, first; H. G. Crocker, scratch, second; W. J. Morgan, 175 yards, third. Time, 3.15.

Half-mile handicap—Thornton, 250 yards, first; Ross, second; H. Kingsland, scratch, third.

##### SECOND DAY.

The road race was a practical failure, as only two starters started. Mr. Ingram, barring accidents, was a sure winner.

Half-mile professional—Crocker, first; Polhill, second.

One-mile handicap—Kingsland, first; Thornton, second.

T. L. Ingram gave a good exhibition of trick and fancy riding, winning first; Polk, second.

Quarter-mile open—Kingsland, first; Polk, second.

Two-mile handicap—Won by Kingsland; Ross, second.

The five-mile Georgia championship was won by T. L. Ingram, no one entering against him.

One-mile safety handicap—Won by Kingsland; Polk, second.

Half-mile professional—Won by Crocker, Polhill, second.

The road race was started at the grand stand at 10.30. T. L. Ingram won the race—to Smith's Station and return to grand stand—a distance of twenty-three miles, in 2h. 29m.

##### THIRD DAY.

Half-mile professional handicap—W. J. Morgan, 90 yards, first; J. H. Polhill, 50 yards, second; H. G. Crocker, scratch, third. Time, 1.24.

Half-mile professional scratch—H. G. Crocker, first; J. H. Polhill, second. Time, 1.26.

Two-mile safety handicap—H. L. Kingsland, scratch, first; G. L. Polk, 450 yards, second. Time, 7.14.

Quarter-mile handicap—H. L. Kingsland, scratch, first; G. H. Polk, 90 yards, second. Time, 39 sec.

Half-mile handicap—G. H. Polk, 260 yards, first; H. L. Kingsland, second. Time, 1.25.

Five-mile Southern championship—Walk-over for T. L. Ingram.

The handicapping of the amateur events was not of Griffin form, and 350 yards to a man over Kingsland was asking the Baltimorean to break records.

W. J. Morgan was asked to help frame the handicaps, and he handicapped the last race (quarter-mile) so successfully that Kingsland had to do 39 seconds to win, and won by a foot on the post from Polk. The races were imperfectly timed by the horsemen who acted as judges and timekeepers.

L. E. Hickok, who is in charge of the Columbia exhibit at the Augusta Exposition, made a very acceptable referee. Mr. Ingram worked hard and succeeded in giving a good programme, and should have been supported by the Georgia amateurs.

"SENATOR."

#### DINING WITH SINGER'S CYCLE CLUB.

THE second annual dinner in connection with Singer's Cycling, Cricket, Football Clubs and the Apollo Band was held on Tuesday, 13th ult., at the Sydenham Palace Hotel, Coventry. The room was most tastefully decorated, a bone-shaker and two "Singer" safeties occupying foremost positions on the platform, whilst a prominent object on the centre table was the handsome silver cup won by the Singer Cricket Club this year. Mr. George Singer, the head of the firm in connection with the employees of which these clubs are organized, occupied the chair, Mr. J. C. Stringer and Mr. T. Macklin filling the vice-chairs, and amongst the company present we noticed Mr. S. Dugdale, Q. C., M. P.; Mr. W. Ballantine, M. P.; the Revs. G. Cuffe and H. E. Bottomley; W. I. Iliffe, H. Sturme, Geo. Moore, S. Golder, etc.—*From Cyclist.*



## AUGUSTA, GA., TOURNAMENT.

THE Exposition Directors of Augusta, Ga., have concluded to have a two-days' bicycle tournament, and the dates decided on just at hand are December 10th and 11th. The "Senator" writes that the Exposition equals Buffalo, and ought to draw better than it does. The Pope Mfg. Co. have a fine exhibit, in charge of Mr. Hickok. The track is A1, so the "Senator" advises us. We sincerely hope the enterprise of the Augusta management will meet with the financial success it deserves.

## THE QUADRANT TRICYCLE COMPANY.

## AGENTS WANTED.

ON page 89 of this paper will be found an advertisement of the Quadrant Tricycle Co. calling for agents in this country. To those who have the right to import cycles into this country the above chance is a great one. The Quadrant goods have a reputation in the States second to none, and the right man in the right place ought to be able to make the business in this country profitable to himself and to the Quadrant Tricycle Co.

## STEVENS AS A LECTURER.

THERE is not a cyclist living that has such a fund of interesting adventure to draw from as Thomas Stevens. Last season Mr. Stevens refused several invitations from different sources to lecture because he was not thoroughly satisfied as to his ability to give a satisfactory entertainment. Since then he has perfected a lecture in connection with the use of a stereopticon that is pronounced by those who have heard and seen, as being excellent and first-class in every way. Mr. Stevens is now open to engagements and should be addressed at 22 Irving Place, N. Y. See advertisement.

## SCRANTON, PA.

THE great bicycle fair is now a thing of the past and notwithstanding the bad weather of the week it was right well patronized. The booths were all well patronized and the various methods of getting money by games of chance drew the money from the crowd. Bauers' full band was in attendance each evening and furnished most excellent music. The prizes offered in the lottery schemes included bicycles, watches, chairs, harness, diamond studs, punch bowl, type writer. After "settling day" it is hoped the profits will show up handsomely for the Scranton Bicycle Club.

## OVERMAN WHEEL COMPANY.

THE annual meeting of the Overman Wheel Company was held Friday afternoon at the office of Chamberlin, White & Mills, Hartford, Conn. The officers of the company reported a very prosperous year.

The capital stock was increased from \$100,000 to \$125,000.

These directors were elected: A. H. Overman, E. C. Hodges, Luther White, C. E. Mitchell, George D. Seymour, Rodney Dennis and E. S. White.

At a subsequent meeting of the directors A. H. Overman was elected President, E. C. Hodges, Vice President. H. R. Mills was elected Secretary and Treasurer, and W. C. Overman, Assistant Treasurer.

## THE COVENTRY MACHINISTS COMPANY.

ON the occasion of the opening of the new shops of the Coventry Machinists Company at Coventry, Eng., the *Cyclist* states that "The new workshops were inaugurated by a supper to 600 guests, the tables being laid in the new rooms. Amongst those who sat down with the large staff the chairman of the company, Mr. Alderman Marriott, J. P., Mr. Alderman Maycock, the deputy-chairman, Mr. Joseph White, the Mayor of Coventry, Mr. Walter Browett, Mr. Alderman Banks, the Vicar of St. Michael's, Coventry, and many others.

A word or two upon the origin of this famous company may not be without interest to our readers. The concern was floated in 1863, for the benevolent purpose of providing employment for the operatives of Coventry thrown out of work by the failure of the ribbon trade, once the city's boast. In the first instance, sewing machines were the staple product, but the company being the first firm to build bicycles in England, and having the foresight to see the probable growth of the trade, the manufacture of cycles was taken up in earnest, that of sewing machines being gradually abandoned. At the date above mentioned the capital of the company was £5,000, now it stands at the respectable figure of £100,000. Many of the original shareholders are still alive, one of them being the gentleman we have already referred to as occupying the post of chairman.

## THE "RECORD" MEDAL CRAZE.

*Editor Bicycling World:* I was much struck with the last part of the well-written article under the non de plume Hawkshaw, in the issue of the BICYCLING WORLD of November 23d, though I cannot agree with all the conclusions there drawn, for they would put a veto on all system of rewards; whether prizes gained at schools, colleges, or at any games or whatsoever trials of skill may be engaged in, and which, be it right or wrong, has had the prestige of ages for its support. As the motive with which anything is done is what determines its moral character, so in the case referred to; if the value of the prize is the only thing regarded (and perhaps the writer of the article judges others by himself) then it might be considered wrong or unworthy of cyclists or others to offer or receive prizes for their skill, even though at other times it was the pleasure of the sport which led them to engage in it.

An athletic or wheeling club, it seems to me, does not need a social element among its members—though its members should necessarily be social—especially when that leads to "working for prizes or rewards" in a perhaps much more questionable way, as in a case I have in mind while I write; but I come finally to agree with "Hawkshaw" that all workers, be they for their daily bread or for bicycle riding or amusement of any kind, who do it "for revenue only" are not "a success."

NEMO.

## MR. BERT MYERS' RIDE OF 289 MILES.

*Editor Bicycling World:* Replying to your inquiries of the 26th, will say with regard to my 24-hour ride of 289 miles, that it was run over the boulevards of Chicago, about the same course that Mason took. One part of the course was about twenty miles round through the parks, and the remainder of it on Ashland avenue.

I had pace-makers with me all the time. I used an Excelsior cyclometer, which was accurate. Mr. Frank Riggs, an officer of the Illinois Cycling Club, timed me, besides the record I kept myself; Mr. Riggs also checked my cyclometer. I made the full 289 miles, as claimed.

The start was made at 4 o'clock P. M. Tuesday, Nov. 20th, and I finished promptly at 4 o'clock P. M. of the following day. I stopped about one and one half hours for meals.

The wheel I used was a 54-inch Light Champion.

My pace-makers were Messrs. Tuttle, Mason, Riggs, M. Bowbear, Walter Bray, Arthur Taylor, Arthur Lumsden, and many others, all of Chicago. Very truly yours,

BERT MYERS,  
Peoria Bicycle Club.

[The above letter was in answer to our request for particulars in regard to "record" claimed for 289 miles. We have no doubt but that Mr. Myers covered the distance claimed, and it seems in the matter of pace makers he was more particular than Mr. Mason. Like Mr. Mason's ride, it cannot be allowed as a "record" for the road, and for the same reason that it was not all made over a properly measured route of at least 20 miles straight away.—ED.]

## THE ART AND PASTIME OF CYCLING.

BY R. F. MECREDY AND G. STONEY.

We have before us a book bearing the above title and we can unhesitatingly say that it is one of the most interesting publications of the character that we have ever seen. There is much in its fifty pages that to the veteran is old but there is much more that the old timer as well as the novice would do well to "read, learn and inwardly digest."

The introductory is a well written and interesting article of some five pages on "The Origin of Cycling." Then follows chapters with the following captions, "Learning," "How to Ride," "Keeping a Cycle in Order," "Temporary repairs," "Touring," "Racing," "An excellent essay on the 'Pleasures and Advantages of Cycling,'" "Dress," "Cycling for Ladies," "Cycling Institutions," "Cycling Photography," "Choice of Machine," "General Hints."

Especially valuable are points given in the chapter of "How to Ride" and the instructions on the great advantages of ankle action are alone worth the price of the book. Again the article on "Temporary Repairs" is full of the most excellent advice and suggestions as how to deal with damages and breakages when an expert is not at hand. The other articles worthy of more than passing notice are those on "Dress" and "Touring." All in all we can unqualifiedly recommend this hand book to every rider of the cycle, it is replete with interest and information. It is without doubt the most complete and comprehensive book of this character ever published. We will take orders for "The Art and Pastime of Cycling," Price 50 cents (Postage stamps not taken.) The book is published by the *Irish Cyclist and Athlete* of Dublin, Ireland.

OUT of eleven events at the Wilmington Wheel Club meeting yesterday, ten firsts and nine seconds were won on Victor Light Roadsters.





LEAGUE HEADQUARTERS:  
12 Pearl Street, - - - Room 27.  
ABBOT BASSETT, Secretary.

#### RENEWALS.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond January 1 until that date. Under the Constitution each Division must file on or before April 1, in the office of the Secretary, a certificate stating the amount fixed as its annual dues. Until that time the Secretary cannot be certain regarding the dues and therefore he must refuse to receive any renewals before that date.

UNLIKE the December of years gone by this is a good month for recruiting. He who joins us now gets a membership that lives till July 1st, and pays only the sum demanded in previous years for a term ending March 1st. Reflect and act.

OUR little leaflet on Road Improvement is being spread broadcast among road committees and highway surveyors. If it does no more than convince men that better roads are a necessity and in the interest of economy it will have done well.

THOSE who can place these little missionaries may get copies, free, from the Chief Consuls, who have been supplied from League headquarters. We have several ambitious plans for the dissemination of road literature, but they cannot yet be carried out for lack of funds.

NOW that the journals and the merchants are pointing to those things whose sale will enrich themselves as peculiarly suitable for Christmas gifts, it may not be out of place for us to suggest that a L. A. W. membership card or a ticket holder will make a good holiday gift.

CYCLING has had quite a come down the present. Riders have been coming down from the tall ordinary to the dwarf safety. It is a come down that will make the sport come up in the minds of those who have failed to take to it through timidity.

NEW ENGLAND cyclists are using very vigorous language when they speak of the weather. The Indian Summer killed by rain, and sixteen consecutive rainy Saturdays have given the fall season an unenviable record. The dealers have no words in their

polite vocabulary to express their opinions. Those who have been intending to break records still behold an unshattered line of figures. Disgust reigns supreme, and the rain is responsible for its reign.

MASSACHUSETTS has lost its Chief Consul and the League will lose its Vice President. Mr. Hayes has won the esteem of cyclers in the State and the country and his loss will be keenly felt. The best wishes of all wheelmen go with him to his southern home. We nominate him for Chief Consul of Brazil. He may help us in sending a few solid chunks of hot weather northward to temper some of our biting breezes.

WE have never believed in convertible machines and yet we see a small sum of money for the man who will make a light hitch to join two safeties side by side so that they may be ridden as a double or as two singles.

THE wheelmen of Massachusetts are interested in the movement to make Mr. W. S. Slocum, Speaker of the House of Representatives. Consuls throughout the State should interview their Local Representatives and say a good word for the President of the the Massachusetts Club. It will help the cause of wheeling in the State if we have a friend at court this year.

THE Cambridge (Mass.) Club went into politics this year. Captain Perkins, a Democrat, and C. F. Sawyer and John Read of William Read & Sons, both Republicans, and all Cambridge club members, were nominated for the Legislature. The returns showed both Republicans to be elected but a recount counted Mr. Read out and elected Captains Perkins. Captain Perkins was responsible for the passage of the guide board law of the State when he was last a member of House.

WHICH State will be the first to put upon its Statutes a law compelling towns to build good roads and levying a tax for the payment of their construction? Two State Divisions are at work to get such a bill through their respective Legislatures. Wait and see what success they meet with. Give us one bill and it will be a signal for a movement along the whole line. This thing has got to come, and it will come the sooner if wheelmen stand shoulder to shoulder in the good work.

IT is quite English, you know, to indulge in a "Tandem Quadrille" at dancing. It is not stated if the gentleman stands behind his partner. If he does, we hope Americans will hold to the side by side sociable idea. It would seem to be within the possibilities of music to portray a cycle ride with its spurts, and its loafs, its down hills and its toilsome climbs. And why not tell such a tale as this in the language of the tuneful Terpsichorean toe.

THE coming woman will most certainly ride a bicycle. We do not believe the two wheeler will altogether supplant the tricycle, for many ladies will still prefer to ride a wheel on which they can stop without dismounting, and many more will not risk the falls that are inevitable to the rider of a bicycle. And yet there are very many ladies who will enjoy a machine on which they can go faster and with less exertion than upon a three or four wheeler. The tricycle will continue to be with the great majority the first wheel and from that they will go to the bicycle.

CYCLING papers are now given over to discussion of the fashions. The average editor (of whom we are one, of course) cannot afford a dress suit and he lends himself with all the energy of a determined purpose to the banishment of it from the list of essentials at an evening party. We hope our contemporaries will take courage. There is a good time coming. We may, all of us, yet arrive at the dignity of a dress suit. Let us all pitch into the fur-lined over coat. We never can get up to that.

SHALL the League go into politics? This is a question often mooted. If we go to the home of the Pope, we must do as they do in that city. If the League goes into politics it must fight with the weapons of the politicians. There are many advantages to cycling that can come to it only through the slum of politics. There are many who will say, "the League should not soil its fingers with political dirt." They have many good arguments to bring which will sustain their view of the case, but they must remember that no public measure is carried through in the State or in the country without political trading and bargaining. Even those who advocate the moral questions find they can make no headway till they take up the weapons of the enemy. "'Tis true, 'tis pity; pity 'tis 'tis true." If the Liberty Bill is assailed in the New York Legislature the coming year the League officials of that State will have to go into politics to defend it. We say these things to bring the question of political work clearly to the minds of all. Mr. Luscomb has been assailed, right and left for the mailing of a circular during the recent campaign. It transpires that this action on his part was a natural step in the deal which led to the passage of the Liberty Bill. We think the manner and the matter of the circular open to criticism, and we do not doubt Mr. Luscomb will receive all such criticism in a friendly spirit if it is so offered. But by far the greater portion of the condemnation comes from those who believe that no "deal" should have been made or carried out. Public opinion is a mighty force. It dictates the actions of those in power. If the New York officials read public opinion, as shown by



the criticisms made upon Luscomb's circular, aright and bow to it, they will be slow to move in the defense of the Liberty Bill if it is attacked. If there had been no "deal" there would have been no Liberty Bill. There are always two sides to a question, and League members should consider both before committing themselves to the advocacy of either. The League may have to go into politics in the future, nay, it may even have to make a "deal." Its policy should be clearly defined that those who have to act may know just how far to go and when to pause.

#### Chief Consul Hayes Resigns.

To the members of the Massachusetts Division.

Owing to my departure from this country for a number of years, I am unable to further perform the duties of Chief Consul of Massachusetts and my resignation is hereby tendered.

In accordance with the laws of the Division W. H. Emery, the Vice Consul, will after this date assume the office and duties of Chief Consul for the balance of the unexpired term. Yours fraternally,

H. W. HAYES.

#### Chief Consul Emery.

To the members of the Massachusetts Division.

Mr. H. W. Hayes having resigned the office of Chief Consul of this Division for the reason that his business interests call him to another country, in accordance with the law of this Division the undersigned hereby assumes the duties of Chief Consul. It is with sincere regret that I make the announcement of this resignation. Called to the office at a critical moment in the history of this Division by his wise judgment he has brought harmony out of discord and promoted the success of the organization in this State. His labors in behalf of our Division deserve grateful acknowledgement. His rare executive ability combined with a pleasing and gentlemanly manner has brought recognition and honor to this Division from the National Assembly.

Every member regrets his departure and unites in wishing him success in the path which he has chosen. Mr. Arthur W. Robinson of Boston is hereby appointed Vice Consul of this Division and will assume the duties of the office from this date.

WM. H. EMERY,  
Chief Consul.

#### Attention, Tennessee Members.

The membership of our Division at the beginning of the past season was about sixty. Through the efforts of the Officers of the State our number has increased to over one hundred. It is extremely important to the welfare of the L. A. W. in general and of the Tennessee Division in particular that our membership be doubled within the next six months. We cannot do this unless each and every member does all in his power to bring in new men. Don't leave all the work to the officers, but let each man talk the League up and try to get at least one or two new names. If the Local Consuls can send in lists of from ten to twenty, every individual member can certainly procure one or two recruits. If each member obtains two new members within the next month or two, our membership will be increased to over three hundred. Can't we do this work? Try!

Our Division has done little or nothing for its members up to this time but we are now considering the question of publishing a road book and have other schemes on hand for the good of our State members. The more members we have the better able will the Board of Officers be to procure for them all the advantages given to League members. Let us all bestir ourselves and work hard for the good of our Division. Surely all members will be willing to spare a little time to League work when they will be the ones to derive good therefrom. Send all names to me of wheelmen, living outside your towns, of your acquaintance.

Yours fraternally,  
J. R. WILSON, JR.,  
Chief Consul.

#### APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the

year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 168—Total 12—11,887.

BOSTON, Dec. 7, 1888.

#### DISTRICT OF COLUMBIA DIVISION—1—164

Washington Cycle Club.

21142 Gates, James V. Jr., 14th and P sts., Washington

#### ILLINOIS DIVISION—1—746.

Illinois C. C.

21145 Greenlee, Wm. B., 667 Monroe st., Chicago

#### MASSACHUSETTS DIVISION—2—1234.

Medford Cycle Club.

21143 Sise, R. W., Medford

21144 Tucker, F. A., Box 408. "

#### MISSOURI DIVISION—1—361.

Unattached.

21148 Milbank, George Jr., 902 Washington st., Chillicothe

#### NEW YORK DIVISION—4—2459.

Manhattan Bi. Club.

21146 Besson, W. W., 233 East 32d st., New York

21147 De Veze, Camille, 218 East 70th st., "

Unattached.

21140 Smith, J. Stuart, 345 West 14th st., "

21149 Leonard, W. Frank, 154 Grand st., Newburgh

#### PENNSYLVANIA DIVISION—1—1476.

Unattached.

21150 Oakley, Harry B., 225 St. Albans Place, Philadelphia

#### ARIZONA—1—6.

Unattached.

21141 Taylor, Fred W., Tempe

#### MISSISSIPPI—1—14

Unattached.

21151 Phillips, W. M., Jackson

#### OFFICERS FOR 1888—89.

PRESIDENT,

T. J. KIRKPATRICK,

Springfield, Ohio.

FIRST VICE PRESIDENT,

H. W. HAYES,

103 State Street, Boston.

SECOND VICE PRESIDENT,

W. S. BULL,

16 West Eagle street, Buffalo, N. Y.

TREASURER,

W. M. BREWSTER,

309 Olive Street, St. Louis, Mo.

SECRETARY,

ABBOT BASSETT,

12 Pearl Street, Boston, Mass.

#### Standing Committees.

##### Executive and Finance.

T. J. Kirkpatrick.....Springfield, O.  
H. W. Hayes.....Boston, Mass.  
W. S. Bull.....Buffalo, N. Y.

##### Membership.

G. Carleton Brown.....Elizabeth, N. J.  
Frank C. Blodgett.....Detroit, Mich.  
Alfred Ely.....Cleveland, O.

##### Rights and Privileges.

Chas. H. Luscomb.....280 Broadway, N. Y.  
J. S. Dean.....care *Bicycling World*, Boston, Mass.  
A. Moore Berry.....421 Olive street, St. Louis, Mo.

##### Rules and Regulations.

Dr. Wm. H. Emery 1177 Tremont street, Boston, Mass.  
W. W. Share.....P. O. Box 22, Brooklyn, N. Y.  
Henry Crowther.....P. O. Box 1582, Philadelphia, Pa.

##### Improvement of Highways.

Stephen Terry.....Hartford, Conn.  
Chas. S. Butler.....263 Main street, Buffalo, N. Y.  
H. S. Livingston.....Cincinnati, Ohio.  
Care Seasongood, Menderson & Co.

##### Racing.

C. S. Davol.....Warren, R. I.  
George S. Atwater.....206 Penn. av., Washington, D. C.  
Col. George Sanderson.....Scranton, Pa.  
George Collister.....Cleveland, Ohio.  
Care Davis, Hunt & Co.  
W. M. Brewster.....309 Olive street, St. Louis, Mo.  
H. H. Hodgson.....New Orleans, La.

##### Transportation.

Burley B. Ayers, 153 S. Hoyne avenue, Chicago, Ill.,  
Chairman, with other appointments yet to be added to this committee.

## Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find \$ for initiation fee and dues in the League of American Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed, .....

Club, ..... P. O. Address, .....

References: ..... City, .....

State, .....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is \$1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance.

If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose \$1.50 with the application, after that date, and until April 30, 1889, enclose \$1.25.



# VOLUNTEERED.

---

It has passed through the test of a season. It has been tried on roads, on hills, on the path. It has never disappointed the expectation of its riders. It is the only low priced bicycle of all forged steel. It needs as few repairs as any other bicycle. It is perfectly proportioned. It has the fewest number of parts. It is the Volunteer Columbia.





# THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.  
5 cents a copy.

BOSTON, 14 DECEMBER, 1888.

Volume XVIII.  
Number 7.

"Out of eleven events of the Wilmington Wheel Club meeting yesterday, ten firsts and nine seconds were won on a Victor Light Roadster."—*Wilmington (Del.) Exchange of Nov. 30.*

**COMMENT UNNECESSARY.**



# WE CLAIM

that we are the only firm of importance in the cycle trade in the world who have not employed professionals, or makers' amateurs, to run bogus races! create records!! and win championships of the world!!!

We claim, That the NEW RAPID CYCLES do not need any such tinsel ornaments.

We claim for the "New Rapid," a reputation as a solid bona fide Roadster, second to none.

## St. George's Engineering Co.,

**BIRMINGHAM, ENGLAND.**

### The Referee Annual,

Ready Dec. 15, will contain Sixty-four pages of matter of interest to all wheelmen;

250 Pictures of Celebrities.

50 Humorous Sketches.

Tables of Records. Cycling Stories and Reminiscences.

A Review of Cycling in America Since 1860.

The past season's doings at home and abroad, and other features.

An interesting Budget for Xmas reading. Sent to any address on receipt of 10 cents.

**THE REFEREE PUB. CO.,**

199 S. Clark Street, Chicago, Ill.

**IN AND AROUND CAPE ANN**, by John S. Webber, Jr., being a hand-book of the most charming section of Massachusetts. This book equally valuable and interesting to the wheelman, tourist, the student and resident. It is illustrated finely and bound handsomely. It is one of the most complete and well-written little booklets the kind ever published. Price 50 cents, post paid. For sale by Bicycling World Co., 12 Pearl St., Boston.

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**MY CYCLING LOG BOOK**. By "Papa" Weston. The transient possession of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of each various tour. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is hand-some and strongly bound in red leather, will last for years of constant use, and is the best arranged book of the kind ever yet devised. It takes a want often felt by those who want some record of interest for future reference. Price, post paid, \$1.25. For sale by Bicycling World Co., 12 Pearl St., Boston.

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### Bicycles, Tricycles, Tandems and Safeties.

**SHOP WORN and SECOND-HAND.**

All makes, selling without regard to market value, to make room for a large stock of 1889 patterns of Singer Cycles. Make your own price, cash or instalments. All goods guaranteed as represented. Call or send for description.

**Most Complete Repair Shop in the City.**

**W. B. EVERETT & CO.,**

6 and 8 Berkeley St.,

(Odd Fellows' Building,)

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**THE STRONGEST KNOWN**

**Bicycle Elastic Cement.**



Used the same as Sealing Wax. No Naphtha Dries instantly, and can be carried in vest pocket or saddle bag. Price, 25 Cents. Don't wheel without it.

**T. McDONOUGH, 12 Pearl Street, Boston, Mass.**

### OUR OFFER.

## "Pedal and Path,"

**Across the Continent "Awheel and Afoot."**

BY GEO. B. THAYER.

Being an account of most thrilling interest of how Mr. Thayer travelled 11,000 miles, visiting Yosemite, Yellowstone and other places of interest, 4239 miles of which was on the wheel, at a

**Total Cost of \$284 !!!**

The book has 244 pages of letter press, and is beautifully illustrated.

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This book to others for **25 cents.**

**This is a Bargain**, as it is one of the most interesting book of travel "awheel" ever written.

**BICYCLING WORLD CO.,**

**No. 12 Pearl Street,**

**BOSTON, - - - MASS.**

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## SPECIAL.

All Advertisements in this Department 20 cents a line.

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**EUREKA HOME TRAINER and Bicycle Stand.** Write for particulars. M. A. WOODBURY, Bradford, Pa.

**W. S. MALTBY, Many New Features in Fancy Cycling.** "The All Around the World and Champion Scientific and Artistic Cyclist." Open for engagements with Bicycle Clubs for Entertainments, Balls, etc. Address care Bicycling World Co., 12 Pearl St., Boston.

**BICYCLES**—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indianapolis Bicycle Co., Indianapolis, Ind.



## L. A. W. BADGES,

For Gold Pins of the Official Design, send direct to

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Patented. Price, \$3.50, \$5.00, \$7.00 and \$8.00, according to finish. Diamond Badges \$15 to \$50 for the larger pins, and \$10 to \$30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 511 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

**LAMSON'S LUGGAGE CARRIER**, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

**BICYCLES AND TRICYCLES.** Send for our List before you buy. Complete Repair Shop. Special attention paid to tourists who need repairs. W. M. FRISBIE COMPANY, 16 Crown St., New Haven, Conn.

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We wish a few men to sell our goods by sample to the wholesale and retail trade. Largest manufacturers in our line. Enclose 2-cent stamp. Wages \$3 Per Day. Permanent position. No postage answered. Money advanced for wages, advertising, etc. Centennial Manufacturing Co., Cincinnati, Ohio.

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## Handbook of Photography

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Specialties—Fresh Silver Paper, Plain Silver Paper, Whatman Silver Paper, 25 cents, each, per sheet (18x22) postpaid, cut to any size. M. & H. Lanterns, best in market; M. & H. Hydroknone Developer, Toning Solution, etc.

**TWO PILGRIMS' PROGRESS**, "From Fair Florence to the Eternal City of Rome—Delivered under the Similitude of a Ride, wherein is Discovered the manner of their setting out, their dangerous journey and safe arrival at the Desired City." By Joseph and Elizabeth Pennell. A delightful book of travels on a tandem, and containing nearly 200 pages of letter press by Mrs. Pennell, and numerous illustrations from the pencil of Jo Pennell. The book is elegantly bound, and is an ornament to any table or library. Price, \$1.60, post paid.

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**FOR SALE**—Star Bicycle, 51-inch, Special; guaranteed in perfect order. Price, \$75, rock bottom. Worth \$100. C. H. HUNT, 37 North 4th st., Camden, N. J.

**FOR SALE CHEAP**—A 50-inch full nickeled Premier Bicycle, or will exchange for Safety. BLACK, P. O. Box 713, New York.

**FOR SALE**—An '87 make Springfield Roadster, in complete order, with lantern, bell and attachments; cost \$85. Price \$50. A. T. SHERMAN, 243 Jefferson ave., Brooklyn, N. Y.

**FOR SALE**—Quadrant Tandem Tricycle. Bargain. D. M. FULTON, 309 W. German st., Baltimore, Md.

**FIVE BICYCLES** to be raffled; tickets 25 cents each. The holder of a ticket has five chances, equal to 5 cents a chance. Bicycles to equal value of tickets sold. Raffle will take place Dec. 22d. Get Bicycles for Christmas presents. S. L. HOUSE & CO., 113 Fifth ave., Chicago, Ill.

Buy no more Ready-made Clothing. Send 6c. for Fall and Winter samples, make selection, take your measure by our simple rules, and order our

Celebrated \$3 Custom-Made Pants.

Pants,

\$3.00

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to

\$20.00.



Suits,

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to

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\$12.00

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\$30.00.

Tailor Made Garments for the Ladies on the same basis of popular prices. Send for samples, rules for measuring and fashion plate of Jackets, Ulsters, &c., \$3.00 and upwards.

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34 Hawley St., Boston, Mass.

THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as the Cyclist does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturme and C. W. Nairn. \$2.50 per year, including postage.

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Look at this Offer!!

## Texas Siftings.

A \$4 Paper, 800 Pages, 1500 Illustrations, 3000 Columns.

## ALMOST GIVEN AWAY.

Nothing in this age of Cheap Literature or in any other age has equalled the following  
**EXTRAORDINARY OFFER.**

To every person who, between now and the 31st January next, will subscribe for the BICYCLING WORLD, one year, and pay the yearly subscription price, \$1, and \$1 additional, we will send **FOR ONE YEAR** a copy, weekly, of the BICYCLING WORLD and also for one year a copy, weekly, of

THE CELEBRATED ILLUSTRATED HUMOROUS PAPER,  
TEXAS SIFTINGS.

The subscription price of SIFTINGS is \$4 a year. It is a 16-page paper, profusely illustrated by the leading artists and caricaturists of the day. In the matter of original humor, it is acknowledged to stand at the head of the illustrated press of the country, and has been well named "The Witty Wonder of the World." It is published in New York, and has a National reputation. The merits of SIFTINGS are so well known that we do not deem it necessary to refer to them further.

Both new subscribers and those who renew their subscriptions to the WORLD will have the privilege of this offer.

REMEMBER that TEXAS SIFTINGS is offered at this price only to those who subscribe for the WORLD between this date and January 31 next. No such offer as this has ever been made. We offer a \$1 paper and a \$4 paper for \$2.

No one but a WORLD subscriber can get SIFTINGS for less than \$4 a year.

The amount for both papers, \$2, should be sent direct to us by P. O. Order, Postal Note (No stamps received), and we shall order the publishers to mail SIFTINGS from New York to you for one year.

This offer is not open to Subscribers who send Subscriptions to us through Agents.

Send for samples copies of World and Siftings.

## Special to League Members and Present Subscribers.

For a limited time we can offer to League members and present subscribers

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This offer is unparalleled, and will not hold for long.

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**BICYCLING WORLD CO., 12 Pearl Street, Boston.**



**FACTORY REMOVED FROM WORCESTER TO HIGHLANDVILLE, MASS.****Office 178 Columbus Avenue, Boston.**

MEDINA, N. Y., Oct. 5th, 1888.

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Dear Sirs—In May last I purchased a Springfield Roadster, and since that time I have ridden as many miles as any rider in the country, and over every kind of road. I have ridden up sandy hills and down steep stony ones. I have ridden over rails and off of curbs; in short, my Springfield Roadster will take me almost anywhere in safety. It takes but little effort to propel it,

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"I believe the Springfield Roadster is the best wheel manufactured for all around use."

F. E. EASTLACK,  
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"I would ride no other."

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"The most practical Roadster on the market."

W. H. GARDINER, Fairfield, Neb.

"Too much in favor of the Springfield Roadster cannot be said. As an all around machine it has no equal."

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"My No. 2 wheel runs like grease. It is the easiest running wheel I was ever on."

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"I know from experience that for comfort and ease, long distance riding, over good or rough roads, it is the best bicycle made."

C. D. MCINTOSH, Salem, Ind.

"My wheel works very nicely and has never got out of order."

JOHN S. COPP, Coldwater, Mich.

"There is no doubt in my mind that it is the most serviceable all around wheel in the market."

C. E. WALKER,  
Secy. Pastime Cycling and Athletic Club, Chicago.

"I am very much pleased with the Springfield Roadster."

P. H. SERCOMBE, Milwaukee, Wis.

"It is far ahead of any wheel in the market for safety, durability and general road use. For bad roads and hill climbing it has no equal."

ROTTMAN & PUGH, Terre Haute, Ind.

"It is the wheel of all wheels."

CHAS. HEWITT,  
Arcola, Ill.

"The Springfield Roadster took the lead here early last spring and has held its own ever since. Twelve wheels were sold, over double the number of any other make. The boys all want them just as soon as they can dispose of their crank wheels."

A. LEROY, Springfield, Ill.

**Catalogue Free.**

JOHN P. LOVELL ARMS CO., 147 Washington Street, New England Agents.

SPRINGFIELD BICYCLE MFG. CO., 178 Columbus Ave., Boston, Mass.

 The Books have arrived. Now ready for delivery.

**The Greatest Work on Training Ever Published.**

**"THE ART OF TRAINING FOR CYCLE RACING,"**

— BY —

**GEORGE LACY HILLIER and T. H. S. WALKER.**

**This Volume is printed in English, French and German.**

CONTENTS—Advice to the Beginner; The Choice of a Machine; The Fittings of the Machine; The Arrangement and Care of the Machine; The Handles; The Pedals; The Head; The Tires; The Wheels; The Bearings; Oiling; The Racing Tricycle; The Gear Box; The Wheels and Tires; The Saddle Adjustment; Clothing; Foot Covering; Road Racing; Food in Training; How to Ride and Win a Race; A Few Hints to Trainers.

Elegantly Bound in Cloth. Price, Postpaid, \$1.50.

FOR SALE BY THE

**BICYCLING WORLD CO.,**

*Sole Agents in the United States,*

12 Pearl Street, BOSTON.





Published Every Friday

BY  
**THE BICYCLING WORLD COMPANY,**

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

## TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the *Bicycling World Co.*

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

## EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 14 DECEMBER, 1888.

APOLOGIES are due our correspondents, "Linneus," "Mentor," and several "occasionals," that their contributions were crowded out this issue.

"DELAWARE," the Wilmington correspondent of the *Wheel*, questions our rights to accept or refuse records. We retort: We want to know by what right "Delaware" has to question our right or "authority" to accept or refuse records, as we see fit? We do not for one moment question "Delaware's" right to accept records made in the moon, if he so desires, but as far as this paper is concerned, it proposes to stand by the requirements laid down a year ago. Some standard has to be maintained, and we believe that a large majority of riders will acquiesce in the position that we have assumed.

We hope, however, that our suggestion made in the last issue of this paper, will meet with the approval and acceptance at the hands of our brother editors.

OUR e. c. of Gotham differs with us because we assert that on the action of the Racing Board depends largely the future of racing in the East. We quote:

"We disagree with our e. c. The Racing Board, in our opinion, has but little or nothing to do with the decline of racing. The Board can only legislate for the sport; it cannot create it. If club committees run sharp, short, snappy events, and run off the programmes in as good time as possible, race meets will become popular."

It is true that the Board "can only legislate for the sport," but we assert that on that legislation much depends as to whether we are to have interesting racing or the present unsatisfactory processions or loafing matches, which have brought the interest in the sport to such a low ebb.

Wise legislation, which will to a certain extent correct the present evils, is what we want, and if we read the signs aright we will see such legislation at the hands of the new Board.

## TERTIUS REVIVAMUS.

A FEW days ago I received, from a friend in Boston, a copy of the *WORLD*. Casually turning its pages, I noticed a letter from Baltimore, signed "Secretary."

I rubbed my eyes.

I looked again.

Eagerly I devoured the contents.

Great Scott!

It was he.

What, Scott?

No, confound you, not "Scott" but "Secretary," my old friend of the by-gone halcyon days, when I was a biker bold.

Like Rip Van Winkle, I had awakened from a long, long sleep.

Oh, Secky!

Do you remember the day when we coasted down that long hill and, after doing twelve miles in ten minutes, jumped our bicycles clear over a freight train, by standing on the step and putting on the brake?

Do you remember your surprise at seeing a toothbrush for the first time, and how you lost the brush in one of your hollow teeth?

Do you recall our race against time, when you were about a length ahead and the wind from my wheel blew all your back hair off?

Do you remember that I could not make you hear when I called, because we were going *faster than sound*?

Oh, Secky!

When I think of these things my heart leaps within me, as a tramp leapeth the fence when the bull dog clutcheth at the back-yard of his pantaloons.

I am just out of the wilderness.

For years I have not bestrode a bike.

For years I have not seen a bike paper.

For years I have been in Florida, that land of sand, where the biker cometh not, nor the "header" hath a place.

There in the gloaming I gathered the yellow orange, and there last summer the yellow fever gathered me—or at least tried to.

Thus it fell out that I came North on my recovery.

And I am here.

Well, Secky, I feel as if I had tumbled into a fountain of youth.

I shall delve into the old lumber room, get out my long forsaken bike, scrape off the rust, clean up the mouldy saddle, and, ere the new year dawns, I will have a "run" if it takes a lung.

And what happens I will tell in my next.

TERTIUS.

## THE EUROPEAN TOUR.

DURING the past month I received letters from over one hundred riders of the wheel in regard to the trip across the water next summer. To all I have sent a printed circular containing the desired information. At this writing about a dozen have definitely decided to be of the party, and undoubtedly a large number have the matter under consideration. To such I would say that if there is any likelihood of their being of the party they should by all means send in their applications for membership in the C. T. C. *at once*. By so doing they will be sure of receiving their membership tickets before our departure, and should they not go they will lose nothing by belonging to the C. T. C.

The sailing dates for 1889 of the transatlantic steamers will be out about Christmas, and it is desirable to secure staterooms as early as possible, as the coming season will witness a great rush of travelers to Europe on account of the Paris Exhibition.

Sufficiently full returns have now been received to assure me that the expense of the tour will not exceed the figures given in the circular.

I have also received detailed information in regard to the entire territory covered by the tour, and the party may confidently count upon enjoying runs over some of the finest roads in the world, leading through grand scenery and historic localities.

Now is the time to decide upon the make of safety to be ridden, and the manner of carrying the necessary amount of luggage. The manufacturers of the safety you select will aid you greatly in this last matter, if you inform them just what you wish to take with you.

The party will be limited to twenty-five, and an early knowledge of just who the twenty-five will be is desired for many reasons.

F. A. ELWELL.

IN describing a header taken by an unfortunate, an exchange says: "Our roads are not all macadamized, and there is occasionally a soft spot on the thoroughfare mentioned. The rider found one of them." All we can say is that "the rider" was lucky. When it has been our good (?) fortune to investigate the general make-up of a macadam road in the capacity of a taker of headers, it has been our invariable luck to strike the *hardest* spot in the whole country.





NOTES BY  
THE "CAVILEN."

I COULD not send you many notes last week as I was off riding with the "Vet." over the route followed by the participants of the "Wheel round the Hub." What a change in cycling since those days! Then the trip was a "nine-days' wonder," and the schools and factories in the towns through which they passed were closed, that the occupants might gaze on the new-fangled means of conveyance. Now one meets almost as many cycles as of other vehicles on the road, and would have to be mounted on a machine as *passee* as the old bone shaker in order to draw even a passing glance. This is as it should be, and the cycle has now settled into its proper place as an article of utility.

As the Massapoag was closed we passed the first night at Cobb's Tavern, and, after a most enjoyable breakfast in the morning, rode through the intervening towns to Nantasket, stopping to lunch with genial Geo. Cushing at his hotel in Hingham. While passing Ponkapoag Pond we were strongly tempted to call on Ned Hodges, of the Boston Club, at his shooting box on the shores of the pond, but resisted, as we had little time to spare and the chances were that Ned was chasing bulls around the board rather than geese on the pond. *En route* through Quincy, when our wheels were turned cityward, we were hailed by the Captain of the Boston Club, who insisted that we should accept his hospitality at the country place he has lately purchased, and on which he proposes to have several club picnics during the coming season. The grounds are well situated for such a purpose, and are covered with trees which prevent passers-by from seeing the spot where the picnic would most likely be held. While under the doctor's roof I had the pleasure of quaffing Bass from a pewter mug brought from England by Joe Dean, as his contribution to the doctor's collection of beer mugs, which now numbers ten or twelve pieces, each of a different ware, from cut glass to Flemish or Doulton.

OUR host, while lamenting that he was not a rider at the time of the first wheel round the Hub, seemed to take some pride in the fact that he was a participant with us in the second one, which took place a few years later under the auspices of the C. T. C., then in its palmiest days in this country. It was on that trip I first met Charlie Potter, who came on from Cleveland to help Papa Weston manage the affair, which was quite successful, participants in it coming from Baltimore, St. Louis, Chicago and other places. I took advantage of this meeting with the doctor to ask him if there was any truth in the rumor that he was to be a candidate for Chief Consul next year, and was assured that although he had been asked to run by representatives of most of the clubs in the vicinity he would not consent to do so, even if positive of an election. His candidate is Dr. Emery, who is in direct line of promotion, and who is the best fitted man in the State for the position.

We arrived in town that evening in time to change our togs, have a bite and sup, and attend a meeting of the new club. What new club? Well, if you went around town more o' nights, instead of hurrying home to burn the midnight oil you would be aware of the existence of an unorganized club that meets once or twice a week at Dr. Kendall's office to have their teeth filled with *Roquefort* and hard crackers. It at present consists of Robinson of the Rovers, Seward of Chelsea, Newman, Clark, Burns and Haley of Cambridge, Charlie Howard of the *Globe*, and "Kerosene" of the *Herald*, and the regular order of business is to sit around talking of cycling events and smoking the doctor's pipes until about 10 o'clock, when Billy Newman will say, "What's the matter with going down to Park's for a rarebit and some musty?" which motion is always carried. So you will be pretty apt to run across the party any evening you may happen to drop into Park's after the theatre. Unless I am very much mistaken the club will be heard from in Division politics before the end of another riding season.

Does your copy of the Massachusetts Division Constitution and By-Laws tell you that the present Chief Consul has power to appoint a Vice Consul? A week ago I would have been willing to

lay you two to one that his appointee would be Sanford Lawton of Springfield, who has done more hard work, without reward, for the Division than has any man in the State. Mr. Lawton was the Cambridge Club candidate for Vice Consul last year, and they claim would have been elected had there not been so much "funny business." Mr. Robinson is too good a man to be shelved into a subordinate position, but perhaps it is good politics to thus dispose of a most dangerous competitor for the chief position.

A LITTLE bird whispered to me the other day that the Cambridge Club is to give a farewell dinner to their ex-President, Chief Consul Hayes, just previous to his departure for Brazil. I hope they will think to invite you and me, as this club always carries out in great style whatever it undertakes.

PRESIDENT KIRKPATRICK writes that he has not yet decided in what city to call the February meeting of L. A. W. officers. I hope that he will decide on Chicago, as the wheelmen of that village have a national reputation for hospitality, and since you have detailed me to "write up" the big guns of the League I want to go to a city where the convention will not be held in a hotel away out of the world, an evening's journey from the theatres and points of interest. No New York for me, if you please. If the high Mickamucks of the League could be prevailed upon to call the meeting in Boston, the Cambridge, Rovers, Chelsea and other clubs combined would take pleasure in entertaining every delegate and not allow them to kill time by cooling their heels around the hotel corridors without even an invitation to see the inside of the club houses.

I LEARN from one of your correspondents that the Chicago delegates to the meeting are to have their expenses paid by the Division. That is quite proper, for, if a delegate is willing to give his time, which in some instances is very valuable, that is as much as can be expected of him. His travelling or hotel expenses or both should be paid by the Division. I know of two, if not more, of the present delegates from Massachusetts whose time is worth to them, at the least calculation, \$10 a day. Has the Division, in electing them to represent it, any right to expect any more of a contribution than such valuable time?

BUFFALO.

"MERCURY."

DUCKER, "the King-pin, etc.," contrary to all expectations, has concluded to remain with us; he finds Buffalo just suited to his peculiar tastes and fancies, and will not leave for even your Boston and its many advantages. He has opened an office in the Chapin Block, having taken the agency for the Union Life Insurance Co. Now Ducker is my ideal of an insurance agent; he is a hustler, as you know already, a talker of the A1 class, and as for persistency, why, "Persistency, thy name is Ducker" (pardon the chestnut flavor of this oft repeated expression). If those are not essential to the make-up of a successful insurance agent, then I miss my guess. Busy as Ducker is he finds a moment now and then to think and discuss cycling, give us points on tournament and fancy dress carnival management. By the way, speaking of carnivals, you will recollect I stated last spring that the Ramblers were to have a fancy dress carnival under the management of H. E. Ducker, but the matter was laid on the table on account of the season being too far advanced, and also, I may say, because some of the members were rather reluctant to taking hold of an unknown quantity, as it were. The boys may have thought the matter dropped forever; not so with Ducker; with the persistency I have already spoken of, he began to get his forty-horse persuasion power in action, and to judge from the feelings and opinions expressed at the meeting of the Ramblers a week ago last Tuesday, he had succeeded in his undertaking. A committee of three (Ducker, Kellnor and Shack) were appointed to look into the matter, and if the prospects look promising to make the necessary arrangements, etc., and report at the next meeting. The carnival will consist of a grand march of all costumed wheelmen on bicycles, slow and fast racing, fancy and trick riding, a competitive drill by two out of town cycle clubs, a grand concert by the Mandolin Band (fifty pieces), a competitive drill by two crack companies of the 65th and 74th regiments of "D" Company, City Guards, and the whole to conclude with a ball. It is a big undertaking, but with "The Only" H. E. at its head, I am rather inclined to think it will be a success. It will take place some time in February.

SPEAKING of a tournament in 1889, Mr. Ducker says he has heard of no plans having been or being made by the Fair Association. He is of the opinion that nothing will be done in that respect until the recent fair and tournament matters are definitely settled. The chances for a tournament in 1889 are good; beyond that nothing can be said.



WE have received our first invoice of "the beautiful," which has tendered to dampen the ardor of our cyclers as well as put the streets in a horrible condition as far as cycling is concerned. Sadly and reluctantly is our pet wheel put to its annual rest, to muse over the events just past, whilst the cyclist hies himself to the cosy club rooms, prepared to swap fish stories with his neighbor.

THE Buffalo and Rambler Clubs are arranging entertainments, such as balls, progressive euchre, pool and whist tournaments and smokers, to help while away the long winter evenings.

THE first assembly given by the Ramblers took place last Thursday evening in the Concert Hall (Music Hall). It was attended by over one hundred and fifty couples. A very enjoyable time was had.

THE Zigzags will have a social in the near future.

#### NEW YORK.

#### "HAWKSHAW."

THE Vanderbilt University at Nashville, Tenn., has issued a circular from its engineering department, offering free instruction in highway construction. The L. A. W. should secure a copy of this circular and aid in the promulgation of the enlightened doctrine it sets forth, by publishing it as official matter in your columns. Some idea of the tone of it may be gained by the following passage: "*The question of a system of improved public roads is one so closely related to every material interest of the State, as to place it properly among the most important questions of public economy.*" If the L. A. W. can get any stronger endorsement for road improvements from a more able and less partizan source than this, I would like to see them produce it.

I AM both flattered and humbled by receiving an editorial notice of myself and my work in last week's *Wheel*; flattered because it ranks me among cycling scribes as the equal to Joseph Howard, Jr., the master of all correspondents, though I am convinced that the compliment was the result entirely of friendship, rather than of any merit of mine. Humbled, because of the admixture of the bitter with the sweet, by being, therein, accused of being "dogmatic, etc." Feeling that I must at once do something to prove to a suffering public, my possessing both of the qualities the editor of the *Wheel* has thus seen fit to put upon me, I here in my most Howardesque and dogmatic style, declare that I am, as compared to Editor Prial, but yet a mere infant in ability as a cycling scribe, or rather scribler, occupying so lowly a position in the circle of wheel literature, that my eyes cannot ever reach the lofty summit of the Olympus, where enthroned in editorial grandure and supremacy, is seated the brainy Prial, forging bolts of literary perfection, and hurling them at the defenceless heads and pens of such nonentities as I am. Take the account in the last issue of the *Wheel*, of Coningsby attempting Eagle Rock Hill, and where in all the brainiest conceptions of editorial minds, can the equal be found to this passage? "He was compelled to stop on account of one of his wrists giving out near the summit, on the ninth trip." None but a literary Jove ever penned the equal of this. Esculapius himself knew not the "summit" of a man's wrist, and yet to our cycling Joves 'tis but a trivial matter to locate it specifically as being "on the ninth trip." Yea, verily, there is but one *Wheel* and Prial its editor.

SEEMS as though I have stepped on some one's toes in my article against the practice of giving medals for mileages, as I am "hailed over the coals" this week, both in your columns and in those of the *Wheel*, by defenders of this practice. Your correspondent "Nemo" put me on the defensive by saying that "perhaps the writer \* \* judges others by himself." As I want to set his mind at rest at once upon that point, by declaring that I never competed but for one mileage prize in my long career, and that was for the least number of miles in the greatest length of time, and I won that "hands down." So much for that part of his reply. Now as to the assertion that in his opinion "an athletic or wheeling club does not need a social element among its members." Never was a more incorrect opinion formed and opened than this one. No club, based purely upon any athletic basis, unaided by a "social element," has ever succeeded, or can be made to do so. The history of cycling, when it is written, will be well filled with the chronicles of the wrecks of wheel clubs, based upon "Nemo's" ideas of the elimination of the social element, while its greatest success will always be those whose broadness of ideas led them to encourage this "element." The wheelmen are but the stones from which the club is built, while the "social element" is the cement that binds them together into the perfect and lasting edifice. But to return to the original issue. Despite the eloquence and logic of my critics, still thorough the land shall my feeble voice be heard, protesting against any attempt at "the protection of

the infant industry" of cycling as a pastime by any system of award that is based upon any computation of the number of miles ridden by those whose platform seems to be one of a "free trade" of miles for medals. I will not look upon a wheel club as an incubator, in which the riders are but eggs placed therein to bring forth that "ugly duckling"—mileage, by the aid of the artificial heat of proffered prize. To such as so believe I can only say, "Get thee gone, back to the nursery from whence thou hast too early come. I like thee not and truly thou triest me much."

THE cyclist is an exceedingly imitative animal, deficient to a noticeable degree in originality. In everything he wears, rides or uses he follows like a sheep in the wake of his leader. Take his uniform as an example; it varies but in color one from the other. When first he chose a color for it some years since, blue was the fashion, because it could be easily obtained, and he had but to imitate the most common color of a uniform; then the Boston Club imparted a Hibernian tinge to his fancy by adopting a uniform of green, and forthwith it became the "proper caper" to doff the blue for the greer. Then comes "Papa" Weston, and in keeping with his supposed age as a parent of the sport, he introduces the gray of the C. T. C., and the fashion of green follows that of blue, and gray becomes the "correct thing." Then the L. A. W. takes a hand in leading him, and says that blue, green and gray are all wrong and that to do the thing up brown is the only thing to be done, and at once his uniform becomes the color of Boston's famous bread. So it is in everything he does. Take the nomenclature of his club; rarely does he seek for anything better than the addition to it of the town, State or country in which it exists, being satisfied to become famous under that designation. As an example of how he frowns down any attempt at originality, I am reminded of an experience a friend of mine had here some years ago. A few riders met, organized a club, elected themselves to all the offices thereof, and then asked my friend to pick out an attractive name for the organization. Now it happened that every possible local name was already in use, so he set himself to work to study history and mythology in an endeavor to discover who was the first individual who had any intimate relation with the wheel. He finally decided that this honor belonged to Ixion, and while it was a debated question in his mind as to whether Ixion was particularly pleased with his connection with the wheel, yet he was chosen as the titular god of the club, and Ixion it was. What happens? Does the wheelman take kindly to this attempt at a change in naming a club? Not much. The very first mail brought that club a letter from a wheelman living in Newburyport, Mass., asking what they meant by daring to thus honor so disreputable an individual as Ixion, by adopting his name for that of a club. This is a fact, strange as it may seem, and clearly bears out my statement that the average wheelmen looks askance and with much disfavor upon any attempt at a departure from the rut in which he travels.

#### PORKOPOLIS NOTES.

#### "STAR."

ON December 2, the C. B. C. took a run out on the C. W. and B. R. R. to Ludlow avenue, climbing which they visited the residence of one of the members, Joe Hosea. After listening to a long and truthful (?) account of a hunting excursion from which he had just returned, and being shown through his extensive green-houses, they rode around through Clifton and down Crescent avenue, winding up at Chester Park.

THE local wheelmen seriously doubt that Teddy Allsup ever owned a little hatchet.

CHARLEY ALLEN, who has been absent from the city for some time, is supposed to be in search of that new wheel.

DR. MILLHOLLAND, with the exception of spending one evening a week at the club, devotes his entire time to the study of medicine, as this is his last year at college.

THE silvery tongued Marqua, the minstrel of the C. B. C., who has of late developed literary ability, is at present engaged on a thrilling story entitled: "The Kendall-House Mystery."

AIR-BRAKE NORTON recently contributed a whole armful of literature to the library of the C. B. C. The collection, it is expected, will soon equal that of the "Veloce" Club which, it is claimed, contains "fully 30 volumes."

THE Centrals amuse themselves every Tuesday evening with a sort of a minstrel show. For music they have a mandolin, a tamborine, bones, guitar and violin; and they only need a bass drum to make it a thumping success.

THE Cincinnati and Covington Suspension Bridge Co., being



common carriers, have no right to discriminate against wheelmen; and if there ever was an occasion for invoking the aid of the L. A. W. to assist us in asserting our rights, this is certainly one.

THE race track continues to be an absorbing topic, but lest it should end in the wind, those interested in the project should call a meeting, decide on some plan and appoint a committee to wait on the "Zoo" authorities so that they may have something tangible to go on.

IN making their Christmas purchases, wheelmen should not forget their clubs. There are a great many presents that would be very acceptable, for instance; ink-stands, paper-cutters, pictures, clocks, bric-a-brac, bronze ornaments, mirrors, books, bicycle-stands, book-cases, rugs, soap, club-houses, etc., etc.

THE cost of conducting either State or National meets has increased so rapidly that it now takes a small fortune, and the local wheelmen who are so anxious to secure the next State meet should consider that as the centennial deficit is so very recent, little or no money can be raised by subscriptions, and as a consequence the whole cost will have to be borne by the cycling fraternity. While it is true that our bicycle dealers are all millionaires, yet a large percentage of the funds must come from the pockets of these who use the wheel, and they should gauge their enthusiasm accordingly.

IN that literary gem "A Coincidence," Secretary, by hinting at that peculiar charm of cycling—the communion with nature—awakes an echo in the breast of many a wheelman. To the buzzard that hovers over the landscape with an eye for nothing but carrion, and to the scorcher who sees nothing but his goal, her beauties are as "Pearls cast before swine;" but to him who delights in their contemplation, they not only give a pleasure that leaves no pang, but one that refines and ennobles. There are many of us whose undeveloped pinions only permit us to hop about from twig to twig as we twitter our discordant lays, but we nevertheless fully appreciate the richer melody and the loftier flights of the gifted "Secretary."

#### CHICAGO.

##### THE "STROLLER."

CLUB politics claim the attention of our wheelmen at present, the annual election of officers for the various clubs here taking place about January 1st, and slate making is being carried on as vigorously by the members as by the officers. Mr. Harrison's cabinet instead of a bicycle club's corps of officers. And this is as it should be, for the success of a bicycle club depends more on its officers than anything else. In the Illinois Club I hear very few candidates spoken of for the principal offices, aside from the present incumbents. And where can they find better men than Sloan, Davis, Fergusson, etc., men who have made the club what it is to-day, the most substantial club financially of any in the city, a conservative club and yet a progressive one. In the Lincoln Club all the principal officers are in the field for re-election and will probably be re-elected by a large majority. The present Board of Directors having just floated \$4000 worth of stock do not feel like relinquishing their management of the club until the success of their new venture is an absolute certainty. Crennan having moved to the South Side and joined the "Chicagos," is one of the few officers not in the field for re-election. The Lincolns are putting in a first-class gymnasium, and this, with their lectures, dancing parties, ladies' night receptions, etc., etc., will keep their members all interested during the usually dull winter months. The Chicagos do not seem to have it quite settled yet as to whether "Jonah swallowed the whale or the whale Jonah," and various tickets are in the field, one ticket composed almost exclusively of old Chicago members, and another ticket likewise of Fort Dearborn men, while various other combinations spring up daily composed of members from both the old organizations, and the last is the sensible thing and I trust will be successful. One ticket I saw partly composed was, Thorne (or Randall if he would take it), President; Skinkle, Vice President; Sanxay, Secretary; Schmidt, Treasurer; Tom Roe, Captain; Ayres, Ellis and F. M. Corey, Directors.

IT is not settled yet as to whether Roe and Van Sicklen will form a partnership in the bicycle business next season or not.

SKINKLE is doing New York, Boston and Washington at present, but says he will be back in time to vote. I wonder if he will vote a prohibition ticket this time.

RANDALL is trying to raise a beard, but Miles and Cory say it is the worst "collection" they ever saw, while Harmon and Selg are making a bluff at a moustache.

E. M. SMILER, an old wheelman of Chicago, now located in New York, was in town for a few days last week. I asked him if he

remembered that trip around Waukesha County a year ago, and as the tears (?) came to his eyes and he spasmodically sank into a chair. Edward says that one scorch like that is sufficient for all time.

H. R. Winship, one of our racing men, met with a severe loss recently in the death of his father. Winship's many friends among the wheelmen sympathize deeply with him in his sorrow.

CAPTAIN DAVIS is waiting for Burley Ayres to show up at the club, when an animated time is expected. But Burley is unusually busy at present and has no time to go there, still he is always on hand at a theatre party.

WHITGREAVE gave Garden his initiation fee to pay for him to a cycling club here. Garden left for the East forgetting to pay the same, and Whitgreave being asked for the same by the Treasurer was dumbfounded, but on learning the facts got even with Garden by sending a long telegram about that initiation fee to him, "collect on delivery."

GARDEN has returned from the East resplendent in a Scotch cape overcoat, and peace once more reigns at the "Columbia" headquarters. Some one accused Garden of being the "Stroller," but "Thistle" said that he was never guilty of murdering the "Queen's English" and consequently it could not be laid to him. The next time I see you, Garden, we will have a bottle of claret (I believe that is your favorite beverage) together, while you give me a few pointers on the 1889 wheel in *English*, with your quaint Scotch accent.

FRANK CORY is the only one who had the pleasure of dancing with Miss Hall at the reception in her honor Thursday evening. Tom Roe looked wistfully on and sighed because he could not trip the light fantastic. Forrest started to ask her, but Frank got the start o'er him. Lucky Frank! but what say you to "Nadja's" description of you in the *Referee*? And while I think of it "Nadja," I heard many say you were the loveliest lady there that evening, and who would suppose you could wield such a caustic pen, as proven by your article last week?

IN a social way all the clubs are doing their utmost, and the life of the wheelman is still "one continuous round of pleasure." The Englewood Club, an enterprising organization just on the southern outskirts of the city, gave a very enjoyable "progressive angling party" Thursday evening last, and made merry until the small hour. On the same evening the Chicagos had a progressive euchre party and an informal reception to Miss Hall, at which Miss Hall was presented with a club badge, which she said would be cherished and thought much of as long as memory was left her, by reason of the many pleasing attentions that she had received from the wheelmen of Chicago during her present engagement here. After a light supper dancing concluded the entertainment.

I WAS in the *Referee* office the other day, and overheard the editor-in-chief say, as he opened a large mail that was spread out before him, "the BICYCLING WORLD is the best wheel paper in the country to advertise in by a large majority." True for you, Sam, and I am glad to see you appreciate it. And if your annual on the 15th of December is as good all the way through as the proofs you showed me every League member will miss it if he does not get one." On leaving the sanctum of the "Looker On" I ran plump into the arms of Sam Brewster, and was immediately asked if I "had purchased all the diamonds necessary for Xmas presents yet?" and then I was shown a rare collection of the same. I protested that I was no capitalist, and would have made my escape but I unfortunately inquired after his friend, Street, and there was no escape for me until the end of the chapter.

#### PENNSYLVANIA.

##### "ARIEL."

"IKEY" is way off, when he says the Hagerstown men have just as many men in line as ever. They may have them in "line," but not in a "line" of wheels. During the week I spent there in June, after the Baltimore meet, the only regulars I could count on were Billy and Nero. Updegraff was always busy; Cushwa had a best girl to see in the evenings (now to be candid, I am not sure whether it was not one of the other fellows, but never mind, it'll do to put it on Cushwa for his shoulders are broad enough to carry more than that), and so it ran the club through. The magnificent roads round Hagerstown are wasted on the boys, and I told them so. Now when it comes to social life—there's where the Hagerstown boys can give points to lots of others. They do manage to have a jolly time, and their Thursday evening sociables are exceedingly enjoyable.

So Mr. G. C. McNeil, as per last week's *Wheel*, "never saw or



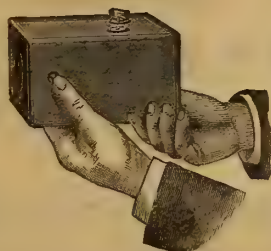


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## AGENTS WANTED.

Cycle dealers who are in a position to import our wheels into the States and to push the sale of them will oblige by communicating with us. At the expiration of the present year we shall require a first-class agent in each principal centre.

The name and fame of the **Quadrant Tricycles** abound in the States. We have now also several splendid lines to offer in **Safety Bicycles** of tip-top quality with important improvements and at moderate prices.

**THE QUADRANT TRICYCLE CO.,**

Sheepcote St., - - - - - Birmingham, England.

heard of a header off of a safety." Mr. McNeil cannot have seen much safety riding. I have seen several headers taken from safeties, all from those having the brake on the front wheel instead of on the driving wheel, where it properly belongs. McDaniel, of Wilmington, coming around the track at the Tioga races at a lively gait, on an Ivel safety, suddenly put on the brake hard, to escape a collision, and was fired over the handles—the most astonished man you ever saw. I quite agree with Mr. McN. in his remarks on the ordinary. As headers are in ninety-nine cases out of a hundred the result of carelessness, I ride with the circumspection that prevents them, and I manage to get my share of enjoyment out of the wheel, too, although I am not a scorcher and never will be.

WHILE the ordinary can never be displaced—spite of a temporary madness for the "dinkys"—the new lady's safety is going to be one of the mounts. First of all, is its applicability to the entire family, and with such proper strengthening of the frame as will render them strong enough for medium-weight men, their introduction is less a question of time than of supply.

ALTHOUGH instant warning was given by Mr. Osborne of the attempt on one of their wheels by Mr. Rogers (?) from Bradford (?), yet he was not in time to prevent the rascal from getting away with a Veloce safety owned by Mr. Meyer, of the Pennsylvania Bicycle Club. How he got into and out of the club house is a mystery unexplained, but it must have been at a time when a party of riders were probably coming in from a run. At all events, the wheel was stolen and pawned, but the loss was not discovered until Thanksgiving Day, and then poor Meyer raised the roof. However, the detective bureau soon traced it to a down-town pawn-shop and it was safely recovered.

ON last Friday evening the Philadelphia Club held their regular monthly sociable at the club house, and an enjoyable time was had. There was no formal programme, but Mr. Tucker acted as master of ceremonies and the dances were varied to suit the demand. In truth the pleasantest part of these sociables of the Philadelphians is their entire absence of any formality. The only drawback to my enjoyment was the fact that as I am falling somewhat into the sere and yellow leaf my better half laid an embargo on round dances, consequently I had to sit by and see some other fellow take out the pretty girls. Much of the success of the Philadelphians as a social club is the large lady membership, the largest in the country if I am not mistaken. They have at present some twenty-five ladies,

with something like twelve or fifteen now up for membership. Quite a number of these ride the safety bicycle, and they are paving the way for others. The Philadelphia Club being now the oldest in the city, their house naturally abounds with relics of the early days of cycling here, and Mr. Osborne was kind enough to show me these, of which more in some future article.

PENNSYLVANIA has also determined on a series of dances, to be given at the club house during the winter. The first of these will come off during the Xmas holidays, and will be entirely informal. It is proposed to continue them monthly, winding up with a grand ball in the spring, closing the series. A committee was appointed at the regular meeting on Thursday night to arrange for the dances and another committee was appointed to arrange for a series of "smokers" for men only. At the meeting on Thursday occurred the election for the ensuing year, and the following gentlemen received the suffrages of their club mates: President, George T. Laing; Vice President, W. W. Johnson; Secretary, L. R. McKinstry; Assistant Secretary, W. S. Harper; Treasurer, J. B. Young; Captain, W. D. Supplee. Three additional directors were also elected, viz., Messrs. Leisen, Riddell and Williams.

SPEAKING of smokers reminds us that the Century holds the first of theirs on Tuesday evening. They expect to make it a howling success, and judging from their efforts in this line in the past, I expect they will.

THE South End Wheelmen, who were to have had their anniversary supper and housewarming combined in their new quarters last Tuesday evening, were compelled to defer the event, owing to the unfinished condition of the house. They moved on Thanksgiving Day, and the masons, plumbers and paper-hangers have been occupying the house jointly with them ever since. After they get thoroughly settled they are going to have a handsome house, and intend having their friends jollify over the acquisition.

### NEWS

### AND COMMENT.

In reply to a query as to the nine-mile record, we can say that for the exact distance of nine miles we cannot find any record. We however find that S. G. Whittaker, November, 1886, rode that distance in about 26m. 8s. Kingsland, of Baltimore, in competition, rode over the driveways of Druid Park, of same city, the



# **EASTERN ROAD CLUB CUP TIE.**

NOVEMBER 8, 1888.

"E. P. Benson established a Safety record for 25 miles in the time of 1h. 35m. 25s."--*Bicycling World*, Nov. 16th, 1888.

The Machine ridden was a

## **SWIFT ROADSTER.**

*Catalogues Free.*

**The COVENTRY MACHINISTS' CO., Ltd.**

239 Columbus Avenue, BOSTON.

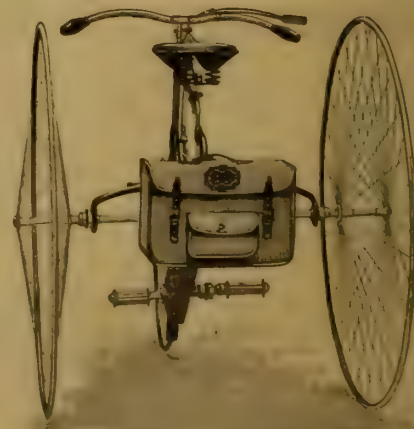


# **INCER CYCLES**



UNEQUALLED  
FOR  
TOURISTS.

Immediate Supply.



**W. B. EVERETT & CO., 6 and 8 Berkeley St., BOSTON.**

### **DELIGHTED AUDIENCES.**

Entertainment Committees of Clubs, and others, may be interested in knowing that

**THOMAS STEVENS'**

new Illustrated Stereopticon Lecture,

"**Around the World on a Bicycle,**"

is an instantaneous success. Particulars,

**T. STEVENS,**

22 Irving Place, New York.

### **JOHN HARRIOTT,**

MANUFACTURER OF

Bicycle and Athletic Medals,

**CLUB PINS & BADGES,**

DESIGNS ON APPLICATION.

3 Winter Street, Boston, Mass.

**TRICYCLING FOR LADIES.** By Miss F. J. Erskine. "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." 25 cents. For sale by Bicycling World Co., 12 Pearl St., Boston.

Postage stamps not received in payment.



nine miles, in about 27m. 40s. The latter was really more of a track than a road record.

THE Kodak is the korrekkt kamera for cyclists. See advt.

TEXAS SIFTINGS is selling like hot cakes. See our special offer.

EX-Chief Consul Hayes will be dined by the Division and by the members of the Cambridge Club.

A CANARY, with the words beneath, *Fascinat Canto*, is the device and motto adopted by Miss Pauline Hall for use on her stationery.

It is possible that "Senator" Morgan may take a team out to the Pacific slope in January, and run a series of tournaments in that section.

KENNEDY-CHILD was in town this week, making arrangements for the Boston and Eastern Massachusetts agency of the Warcick Cycle Co.

AT last!! We have received advices that the books of training by Hillier and Walker have arrived in New York. We shall be in a position to deliver before this reaches our readers.

WILL "Whiskers" of Minneapolis, please send us his real name. We cannot publish anonymous communications. We want to publish "Whiskers'" letter, as it will be of interest to riders in the Northwest.

IN all probability New York City will, in the near future, have a six days (6 hours a day) contest between female riders. The contestants will probably be largely made up of the Pittsburg contingent of female riders.

THE Springfield, Mass., wheelman's ball, given last week at the Arcade Hotel, is so far, the event of the season. The gentlemen all wore dress coats, black knee breeches, silk stockings and patent leather pumps; the effect is reported as being excellent.

SECRETARY DOUGHERTY, of the Philadelphia Park Commission, lately reported that there entered the park last month at the different entrances 22,112 one-horse vehicles, 11,145 two-horse vehicles, 3947 bicycles, 2081 equestrians and 76,161 pedestrians.

A SPECIAL meeting of the Representatives of the Pennsylvania Division L. A. W. will be held at the Colonnade Hotel, Philadelphia, on Friday, Dec. 21st, 1888, at 7 o'clock P. M., for the transaction of important business in reference to the Road Books, restricting the State, etc.

ABOUT the worst joke of the present season is that one perpetrated by the New York *Sun*. Hark ye, and shiver: "When the bicyclist has succeeded in paying off the last instalment on his machine, he can, as he skims along the rural line, exclaim in the famous words of Monte Cristo, 'The whirld is mine!'"

MR. JUNIUS E. BEAL, of Ann Arbor, Mich., late Sec.-Treas. of Michigan Division, L. A. W., is the youngest Presidential Elector in the United States. Mr. Beal is a strong and constant rider and has participated in many extended tours a wheel. He will be a member of Elwell's European party next summer.

WE are promised a copy of the *Referee Annual* about December 15. It is to contain, besides the usual tables of records, etc., illustrated articles on horse-breaking, racing, canoeing, yachting, athletics, cycling, baseball, rowing, the stage, etc., and pictures of 250 celebrities in the sporting world. It is to be published by the *Referee* Publishing Company, of Chicago.

Oh, Missouri! You ought to be ashamed of yourself, if the following is true: "The wheelmen (Kansas City) were denied the right of incorporation on the ground that their club does not partake of the nature of a religious, scientific, benevolent or educational organization." An essay could be written, showing how closely cycling is allied with science, religion and education.

ARE you about five feet six inches in height, about 160 pounds in weight? Have you light hair, and do you comb it pompadour style? Have you a light complexion, are you freckled, and do you dress well? If this answers your description *don't* go to Baltimore, Washington or Philadelphia. They are looking for such a chap in these cities, and the prison jaws are just yawning to take you in.

MR. W. S. MALTBY has just returned from a business trip through Canada in the interests of the firm of which his brother is a member. While in Toronto Mr. Maltby was the recipient of many kind attentions at the hands of members of the Wanderers' Cycle Club. He feels especially indebted to Captain Orr, of that club, for courtesies extended. The Wanderers propose to give a grand ball about January first.

IN the case of B. H. Child vs. P. H. Collins, of Providence, R. I.,

referred to in this paper, in which the defendant, a driver of an express wagon, ran into Child, the District Courts found for the plaintiff, and case was carried to the Supreme Court by Collins. The case has just been decided in favor of Child, thus sustaining the finding of the lower court. The decision in full will appear in the next week's issue of this paper.

"ANOTHER delightful communication from "Secretary" in the BICYCLING WORLD. Who is he, and why don't he write oftener?"—*Sporting Life*. We have not the authority to reveal the gentleman's identity, but we can assure our e. c. and our readers generally, that "Secretary" has consented to brighten our pages with his delightful contributions from time to time, as the spirit moves him. May the spirit be a restless one and "move" often say we.

"THE BICYCLING WORLD cannot 'accept' Dampman's record of 7-20.17 in the *Sporting Life* 100-mile road race because it was not made on a 20-mile course, but then, the BICYCLING WORLD has no more authority than it or any other paper relegates to itself to pass upon road records, and the *Sporting Life* claims to have, and does have, as much right to 'accept' the record as the BICYCLING WORLD has to 'reject' it."—*Sporting Life*. Our e. c. is eminently correct, it can "accept" anything it desires. We only ask the privilege of exercising the same freedom of decision. We are entirely in accord with *S. Life* in wishing for a national organization to pass on road records, as it does in another paragraph. We have time and time again urged this very thing, but it has not taken concrete form. Until some concerted action is taken to form a road records association we must be allowed to use our judgment as to what we accept or reject, and it affords great pleasure to accord our e. c. the very same privilege.

THAT mysterious chap who is stalking through the country victimizing bicycle clubs seems to be as hard to catch and jug as the celebrated Whitechapel fiend. Mr. H. F. Jones, of Baltimore, writes us as follows: "I am glad to learn through the WORLD that the scamp who attempted to rob the Philadelphia Club Nov. 22d was checkmated in that attempt. The partial description which you give of him answers exactly that of the imposter who visited the Rambler Cycle Club of this city a few weeks ago, and who pretended to be a Mr. Johnson of the Buffalo Ramblers. We entertained him cordially, and he returned the kindness by robbing our lockers of about \$75.00 worth of clothing. He then went to Washington to practice his art on the Washington Club. He began by intercepting our letter to that club cautioning them about him. He procured a bicycle from the club and pawned it. A full description of the man referred to is as follows: Height, about five feet six inches; weight, about 160 pounds; light hair, combed pompadour style; light complexion, slightly freckled; well dressed, and with a plausible manner."

#### WE SKIP INTO NEW YORK AND NEW JERSEY.

THE spirit and other potent influences moved us last week to take a trip down to New York over into "Jarsey." It did not take us long to pack, as our wardrobe is one of dimensions calculated to foster speed and alacrity in movement, so our extra handkerchief and our extra collar and pair of cuffs having been delivered by a certain Sam Yee (in consideration of a certain money value) into our hands, we turned our faces westward via the Fall River Line.

We never approach New York without a feeling that our importance and individuality has been reduced to a minimum. There is a vastness, an atmosphere of rush and an overwhelming evidence of vast wealth and resources that causes the provincial magnate to feel that he is a very small potato indeed in the city of New York, no matter what his calibre may be considered in his native village. However this is not an essay on "The comparative importance of the provincial at home and in Gotham," and so we will avast and simply record that a breakfast and a shave having been indulged in we took the sixth avenue L for West 58th and then walked over a block or two to number 313, the office and store of Mr.

GEORGE R. BIDWELL.

This gentleman reported that business for the season was practically at an end although he expected and hoped to have his usual Christmas trade.

After discussing the past and present of the cycle trade in New York we led Mr. Bidwell into a conversation on League matters and organization as bearing on his Division. That the Chief Consul of the Empire State believes in SYSTEM will be proved by any one who has taken the trouble to enquire into the manner of doing the Division work, employed by Mr. Bidwell. In the matter of appointment of local Consuls, the Chief requires that a pledge be given by the appointed that he will be active. This official is required from time to time to send to Mr. Bidwell a list of the names



of wheelmen not League members in the Local Consul's territory and these men are at once furnished with circulars setting forth the advantages offered by the League. The local Consuls are required to "keep a moverin" in all matters to further the ends and aims of the National organization, such as the appointment of League Hotels, the increasing the number of the membership and reporting on roads, or the action of Local authorities in matters that might effect the rights of wheelmen. In fact constant action and activity is required by the Chief of his subs. Should Mr. Bidwell ever see fit to withdraw from the office of Chief Consul it will require a pretty capable successor to carry on the splendid work inaugurated and sustained by the present incumbent.

We paid a short but pleasant visit to the establishment of Messrs. Spalding & Co. the bicycle department of which concern is in charge of Mr.

A. B. BARKMAN.

We found this gentleman thoroughly imbued with the idea that the rear driver, in both its single and double form, is to be the coming popular type of machine for Gotham riders. It is unnecessary to say that Mr. Barkman's views found a ready echo in our own mind. It was our intention to call again on the Spalding bicycle department manager, but numerous demands on our time prevented out the pleasant intention. From Spalding's we cut across to the office of the *Wheel*, to pay our respects to its able editor, Mr.

F. P. PRIAL.

A pleasant chat on "things in general" was indulged in, and the name of the possible future incumbent of the League Presidential office was discussed, but we cannot say on authority that the matter as to who would be the next President was settled. We also had the pleasure of meeting Mr. W. Neuman, the energetic advertising manager of the *Wheel*.

From thence we skipped over to the office of Mr.

ISAAC B. POTTER.

one of the most earnest workers of the Division. Mr. Potter is most thoroughly saturated with the correct idea that the most important question next to that of the rights of wheelmen on the highways, is that of the improvement of said highways. Mr. Potter actively engaged in organizing "The New York States' Roads Improvement Association." The membership of this association is by no means restricted to wheelmen.

The object of the association, briefly stated, is to improve the public roads of the State of New York.

To publish from time to time such circular information as will increase the knowledge of the public and stimulate its interest concerning the advantages of good roads and the manner of constructing and maintaining them.

To procure, by appropriate legislation, a change in the present laws governing the construction and maintenance of the public

There is no membership fee, nor shall any assessments be levied upon members at any time. The association is supported entirely by the voluntary contributions of its members and friends.

Although Mr. Potter has only pushed the organization since March last, yet he has over 20,000 names enrolled who have pledged themselves to further the ends and aims as set forth above.

We regretted very much that our intended visit to the New York branch of the

POPE MFG. CO.,

on Warren street, was not consummated. We found the hours all too short to do all we had planned, and among the things omitted was the aforesaid "intended" visit to the New York branch of the Pope Mfg. Co. On Friday we had planned to take a trip into the wilds of "Jarsey" and see if we could find out the *locale* of the

H. B. SMITH MACHINE CO.

We found the home of this large manufacturing concern after many twists and turns and multitudinous changes from one train to another. The village of Smithville owes its all, to the existence of the big factory of the Smith Co. The immense brick work shops and foundries cover a large territory. Wood working machinery is the chief product of the Smith Co., and of course it is well known that they are the manufacturers of the Star bicycle.

Mr. Kelly, the present head of the concern, very courteously took us in charge, and railroaded us through the different departments of the factory, and we were duly impressed with the air of business and activity evident on all hands. This article cannot deal in detail with the resources and methods of manufacturing employed by the Smith Co., that they are large and thorough was evident. What we were interested in was to find out particulars about

THE STAR SAFETY.

The experimental machine was shown us, and is in general outline precisely like the familiar rear driver, with the exception that

in place of chain and gear wheels, the lever and clutch of the Star movement furnish the means of driving. It is the intention of this company to put on the market two safeties, one for men and one with the dropped frame for either man or woman. A large number of the former are already in course of construction and by the first of the year they will be able to deliver some machines. The lady's bicycle has not yet been quite perfected in the matter of detail, but it is expected by the opening of the season of 1889 to have these ready for delivery.

Mr. Kelly promised to furnish cuts and description in detail at the very earliest moment for the benefit of our readers. Our visit to Smithville was very brief but very pleasant, so pleasant that we have promised ourselves another visit in the near future.

#### A TOURNAMENT IN CHICAGO.

AN immense cycling tournament for Chicago for 1889 is almost assured. Mr. Miles, of the *Referee*, has about completed arrangements to rent the Exposition Building for the first week in May. The building is over one-third of a mile in circumference, and has a gallery completely round. The idea at present is to hold a six-day race, of twelve hours per day, with from two to three hours amateur racing each night. Two tracks will be laid, one a quarter and one a fifth of a mile in circumference. The amateurs will use the former, and the professionals the latter. In connection with the tournament, an exhibition of cycles and all descriptions of sporting goods will be held. A committee representing all the Chicago clubs will have charge of the details.

#### ROAD RIDING AT PHILADELPHIA.

MCDANIEL, Merrihew and A. Jefferis were tempted by the lovely weather to make a break in the local record from Wilmington to Middletown, 23 1-2 miles. They succeeded in placing it at 1.55.55, as against their own previous figures of 2.01, made last April. The roads were fair, but a strong head wind was dead against them all the way. McDaniel paced for the last five miles, and he and Merrihew finished hotly, nearly neck and neck. What a quartette those Wilmington men are, anyway. Don't believe there are four men in the country who could get away with Dampman, McDaniel, Merrihew and Elliott. I want to see the Reading team have another try at them next season. I hear that Dampman has given up racing, but I think that a challenge from Reading will find him with the gray-coated men, if the race comes off.

"ARIEL."

#### RACING AT WAUKESHA, WIS.

FULLY five hundred people assembled on Thanksgiving Day, at the starting point, to witness the five-mile road race of the Waukesha Wheelmen, and considerable interest was manifest and crowds of people were gathered all along the triangular course. The race proved quite exciting, and Warren Fuller surprised the boys by showing up first, followed half a minute later by E. H. Paige, with Milo Putney third. The following score explains matters:

|                          | Actual Time. | Handicap. |
|--------------------------|--------------|-----------|
|                          | M. S.        | M. S.     |
| 1, Warren Fuller - - - - | 22 45        | 1 45      |
| 2, Ed H. Paige - - - -   | 21 30        | scratch   |
| 3, Milo Putney - - - -   | 24 30        | 1 30      |
| 4, H. Robinson - - - -   | 26 30        | 3 00      |
| 5, J. Christoph - - - -  | 29 00        | 4 30      |
| 6, A. Sherman - - - -    | 30 00        | 3 00      |

First prize, silk umbrella; second prize, toilet set; third prize, pair gloves. No headers, no kicking; great sport, and Warren's umbrella costs him an oyster supper. No. 16,488.

[We shall be glad to hear from "16,488" whenever the spirit moves.—ED.]

#### HARVARD-TECHNOLOGY ROAD RACE.

LAST Saturday the much-talked-of Harvard-Technology road race came off. The distance was nine miles, the roads good, and the day perfect. A little before three o'clock the eight Tech. men, and six Harvard men started from a point half a mile East of Newton Corners on the Watertown road. The gait to the Great Sign Boards was easy, Brown, of Harvard, setting the pace, except when Norton, of Tech., who ran the race in a succession of great spurts, took the lead for a time.

At the Great Sign Boards Greenleaf, of Harvard, went ahead and set a pace on Beacon street that soon strung out the majority of the riders; but at Newtonville, where Norton got in another of his gallery spurts, there were still three Techs. and three Harvard men



in a bunch. A mile from home, Bradley, one of Tech.'s best men, took a header over Brown's little wheel in turning the corner into Watertown street and could not finish.

Williston now drew up even with Greenleaf and made desperate efforts to pass him, but when the riders came into view for the finish they were neck and neck, with Norton and Brown 50 and 100 yards behind them respectively. Three hundred yards from the tape Cornish was waiting on a safety to coach the Harvard man in, and when Cornish yells "Go It" to his man it is worth a good ten yards on the spurt, which is about the distance that Greenleaf won by. Norton, who either mistook Cornish's yell for personal encouragement, or else thought it about time for his fifth spurt, dug away at his pedals and came in just ahead of Williston, and about 60 yards ahead of Brown.

The score was now even—19 points to 19—and the arrival of the next men, was anxiously waited for. They finished in the order given below, the last five having been delayed by a train:

- |                        |                     |                     |
|------------------------|---------------------|---------------------|
| 1, Greenleaf, Harvard, | - - - -             | 35-23 4-5           |
| 2, Norton, Tech.,      | - - - -             | 35-24               |
| 3, Williston, Tech.,   | - - - -             | 35-24 1-2           |
| 4, Brown, Harvard.     | 5, Barron, Harvard. | 6, Rogers, Harvard. |
| 7, Webster, Tech.      | 8, Holmes, Harvard. | 9, Warner, Tech.    |
| 10, Hutchins, Tech.    |                     |                     |

Greenleaf rode a 55-inch Columbia Light Roadster, on which he has ridden more than 4000 miles this year.

Both Williston and Norton were a surprise to the Harvard men. The latter is about six feet tall, weighs about 130 pounds, and rides an old Harvard that rattles like a milk wagon. There is something positively ghostly in the way he can spurt hard every couple of miles and yet not be done up. Holmes and Wirts, of the Harvard team took headers, but were not hurt much.

Harvard won the race, with a score of 31 to 24.

#### THANKSGIVING DAY RACING IN STOCKTON, CAL.

Race meeting of the Oak Leaf Wheelmen at Stockton on Thursday, 29th November. Weather—Morning had been damp and foggy but afternoon cleared off bright and pleasant. Track—Soft from recent rains; quarter-mile.

Officers of the meeting—Referee, R. M. Welch; judges, Edwin Mohrig, C. Union Brewster, Joseph J. Bliss; starter, J. E. Clifford; scorer, T. S. Cobden; clerk of the course, N. L. Wulff; timers, C. F. Hutchinson, D. F. Creaner, H. C. Porter; umpires, Daniel Weaver, Theo. Steiny.

First event called at 2 P. M.

One-mile novice (racing wheels barred)—H. A. Crocker, first; F. E. Southworth, second; time, 3.52. Ridden very slowly, neither willing to make pace until last lap, when Crocker spurted, fairly distancing Southworth. The latter lost his pedals when within 200 yards of the finish.

One-half-mile L. A. W. State championship—W. G. Davis, first; J. E. Hickenbotham, second; H. G. Toll, third; Chas. B. Wheaton, did not finish; time, 1.32 1-2. Davis started to lower existing Pacific Coast record of 1.22 1-2, and led the field the entire distance, finishing fully ten feet ahead of second man, but the track proved too heavy for fast time. The rest of the field rode well bunched, with a pretty contest for second place, until within 200 yards of the finish, when Wheaton got into soft ground and was out of the race. Toll finished close behind Hickenbotham.

One-mile L. A. W. State safety championship—C. P. Fonda, only entrant, 3.26 1-3. Fonda, notwithstanding the failure of Davis, announced his intention of going for record, but with no better success.

One-mile Oak Leaf Wheelmen Club handicap—F. E. Southworth (ordinary), scratch, first; H. A. Dodge (rear-driving safety), 100 yards, second; time, 3.25 1-4. Dodge was soon overhauled, and was at no time at all in the race.

One-mile handicap—L. G. Hodgkins, 100 yards, first; J. E. Hickenbotham, scratch, second; time, 3.17 2-5. Hickenbotham failed to reduce his opponents' start by more than 50 yards.

One-mile scratch—H. G. Toll, first; C. P. Fonda, second; time, 3.18 4-5. J. E. Hickenbotham was distanced by 25 feet.

Two-mile scratch—H. A. Crocker, first; F. E. Southworth, second; L. G. Hodgkins, third; time, 7.48 3-5. Another procession, there being no contest until the last quarter. The finish was close, the wheels overlapping each other.

The contestants appeared in good condition excepting Hickenbotham, who was decidedly stale, besides attempting to ride in too many events. Southworth appeared to much better advantage in the two-mile than in the novice. The best form was shown by Crocker, who may be regarded as a most important addition to the ranks of our racing men. Toll showed much improvement over his former efforts.

#### THE DIRECT TAX OF 1861.

*Editor Bicycling World:* In the endeavor on the part of the Fiftieth Congress to refund the Direct Tax of 1861, we see a great opportunity for the L. A. W. Road Improvement Committees, both of the National and Division organizations, to perfect a feasible and cheap method of repairing or constructing roads with the money, if it is refunded.

Some of our newspapers think we can be generous and not take it, but it is an injustice, unless it is refunded, or the States who have not paid their portion should be made to pay it.

New York's share would be \$2,600,000, Massachusetts \$480,000; these amounts expended in a careful manner, under the direction of a competent official, would construct a first-class road from one end of the State to the other.

You have shown the benefit and saving to all who use the roads of having good roads at all seasons of the year. The articles have been republished here and in Buffalo, in papers which have large circulation among the farmers, and more of the same kind would be welcome, and a continual agitation of this matter would stir them up to their wants and rights. Yours, N. H. DICKINSON,  
Dunkirk, N. Y., Dec. 8, 1888. No. 15,298.

#### PHILADELPHIA STREETS—REPLY TO NO. 3463.

*Editor Bicycling World:* Under date of Nov. 2d., I note that L. A. W. No. 3463, in his "little items" on Philadelphia streets, takes the Associated Cycling Clubs of Philadelphia rather severely to task, because the very gigantic ordinance, providing for the repaving, with asphaltum, of Broad street, from Columbia to Passunk avenues, was not passed by the City Councils. He states "the Associated Clubs of Philadelphia were supposed to have been pushing this scheme through City Councils, but they seem to have been singularly inactive about it." In this connection, permit me to state that No. 3463 knows not whereof he speaks. It is true that last spring the ordinance above referred to was presented before City Councils, and was by them referred to the sub-committee of highways, before which Mr. George D. Gideon and P. S. Collins, as committee representing the Associated Clubs, appeared and advanced their argument in favor of said ordinance, which argument in itself was not strong enough to drag from its moorings the ideas entertained by this sub-committee, which in substance were: The city cannot afford the enormous outlay necessary for the completion of this work, there being so many streets, both in central and outlying districts in such wretched condition, while Broad street, as stipulated in ordinance, is, comparatively speaking, good. Entertaining this view, they simply pigeon-holed the ordinance, or in other words, quashed it, and I regret to say, same was never allowed to hear the modern ideas of our City Fathers, as expounded from within those ancient walls, that so fitly become their presence. (?)

If Mr. 3463 knows anything of City Councils, he must be aware that the few Councilmen, from the still fewer wards, bordering on and cut by Broad street, will have to exert more than ordinary influence on their brother members, to carry such an ordinance, and that there will have to be more than the ordinary trading of votes.

The Associated Clubs and all wheelmen who are up in cycling literature, to date, are well satisfied with the efforts of Messrs. Gideon and Collins, and it little becomes any one to write on a subject of which they know nothing.

Mr. 3463 may be well versed on subjects touched upon in the other parts of his letter, but as to the Associated Cycling Clubs he is most certainly "in the soup."

Yours very truly,  
J. R. LINCOLN EDWARDS,  
Secy. Associated Cycling Clubs of Philadelphia.

A MR. A. J. E. READIO of Pawtucket, R. I., has invented a device by which he claims the sensitive steering of the rear driver is to a large extent corrected. It is a "clutch," which holds the steering wheel steady. With the meagre facts at hand we must confess that we cannot see the advantage claimed, the aim and object of every maker is to have the steering head as free and easy moving as possible, and this device seems to defeat the very aim. We are open to conviction, and will defer our conclusions until we see the device.

A BICYCLE suit was on trial in the Superior Court at Buffalo, N. Y., before Judge Beckwith, lately. The wheel in litigation was originally sold by James H. Isham to a Mr. Durfinger of Black Rock, on the installment plan. Before it was more than half paid for, the vehicle was seized on an execution issued to satisfy a judgment obtained against Durfinger by Dr. L. P. McMichael. At the Sheriff's sale of the property the physician was the only bidder. Mr. Isham seeks to recover either the wheel or the balance due thereon.





LEAGUE HEADQUARTERS:  
12 Pearl Street, - - - Room 27.  
ABBOT BASSETT, Secretary.

#### RENEWALS.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond January 1 until that date. Under the Constitution each Division must file on or before April 1, in the office of the Secretary, a certificate stating the amount fixed as its annual dues. Until that time the Secretary cannot be certain regarding the dues and therefore he must refuse to receive any renewals before that date.

IN spite of the fact that we have published our notice regarding renewals for several weeks at the head of this department, our mail brings remittances every day. Why will not members read their BULLETIN?

THEY are going to spend a million dollars on the roads of Maryland next year. Happy Maryland! The Division will do not a little to see that the money is expended in the best way.

WE have only two more weeks in which to add to the membership of 1888. We have been thinking of 12000 for a number of months and have been singing, "Thou art so near, and yet so far." We hope to do better than last year, but 12000 is beyond hope.

WE are always hoping, at this time of the year for better things to come with the next year. The trade will receive new additions next year if we can believe the prophecies that have been put out, and we hear of several additions to the list of cycling papers. And yet there are some who will say that cycling is going out.

AMERICA has about exhausted the hill-climbing business. Now let our strong road riders see which can make the best time between New York and Boston, or between New York and Buffalo. When we have had a number of these contests we shall know which is the shortest and best road between the points and that will be to our advantage.

ENGLISH cycling journals have not been slow to condemn the fraud practised in the Rowe-Temple affair, and on one or two occasions the whole thing has been set down to be peculiarly American. Perhaps they are

right, but America should be given credit for unearthing the fraud. Is it not singular that our English friends have said no word about the frauds practised by these same parties on English soil? May we not fairly infer that fraud can be carried out with impunity over there?

ONLY a few Chief Consuls have sent for our Road Improvement circular. In several of the States they have been circulated by the Local Consuls, but the great majority of the divisions have shown no disposition to do anything for the cause of better roads. Under the present scheme of organization the divisions must do the work of the League. If we reckon by results we cannot see that more work has been done than was accomplished under the old scheme, and per contra, we can see where the organization has been crippled by the change.

WE cannot agree with the *Wheel* when it reads public opinion and translates it in the following sentence: "There is a latent feeling that Pennsylvania is not intensely loyal to the League." It cannot be gainsaid that in Pennsylvania as in New York, Massachusetts or New Jersey, there are individuals that show a feeling of antagonism towards the League. These remain outside, take all the advantages that the existence of the League is responsible for, and yet lose no opportunity to say a hard word against the organization. But the Pennsylvania Division is as loyal to the League as any on the list. She has kept her position as second in line, and although she will not show as large a membership as she had last year, there are other States whose loyalty has never been questioned, who will show no better record. If there were disloyalty in Pennsylvania this office would know it. It is unfair to the Division to hold it responsible for the action of a few disgruntled ones on the outside.

WE have been asked by one or two correspondents,—"What will the Executive Committee do about the Luscomb circular?" We don't know. Those who have seen it announced in other papers that the Committee would issue a rebuke in the official organ, may have been disappointed when week after week has gone by and no such thing has emanated from headquarters. It may be that the aforesaid papers knew not of what they wrote. The Executive Committee is in no hurry. At the proper time it may have a word to say and we do not question the word will be said emphatically, cut where it will. We do not believe the Committee will set its foot down on political work. The League must make itself a political force if it would gain the ends it seeks. The organization has been doing political work ever since it was organized and it must

continue to do this to fulfil its whole mission. Mr. Luscomb has been condemned very severely for issuing the New York circular. He has not yet been heard in his own defence. Would it not be as well to hear what he has to say before going any farther in recrimination? This gentleman has done yeoman's service for the League in years gone by. He went to Albany and materially helped to get the Liberty Bill through. The grateful cyclists threw up their caps and shouted "Hurrah" when the bill was passed. Shall all this then so soon be forgotten? Let Mr. Luscomb be heard before we have any more cries of "demagogue" and "political chicanery." There has been a great cry for road improvement, and many have said, "why doesn't the League do something?" But improved roads will only come when the law compels their construction and the laws will not be made if the advice of the purists is taken and the League lets politics alone. The world will not move as we wish unless we push it.

#### League Club.

The Jefferson County Wheelmen, of Steubenville, Ohio, has qualified as a League Club and is numbered 211. President, S. C. Gill; Secretary, J. B. Griffith; organized November 15, 1888.

ABBOT BASSETT,  
Secretary.

#### Maryland Division.

A meeting of the Board of Officers, Maryland Division, will be held on Saturday, December 15, at 8 P. M. at the Maryland Bi. Club House.

G. W. H. Carr,  
Sec.-Treas.

#### Indiana.

W. H. Heberhart has been appointed Local Consul for Madison, in place of W. R. Alling who has resigned.

Fraternally,  
J. FRED PROBST, Chief Consul.

#### Massachusetts Division.

OFFICE OF THE CHIEF CONSUL,  
117 Tremont Street,  
Boston, Dec. 11, 1888.

A meeting of the Board of Officers of this Division will be held at Young's Hotel on Tuesday evening Dec. 18th, at 6.30 P. M. sharp. At the suggestion of several members of the Board, I have arranged for a complimentary banquet to ex-Chief Consul Hayes at 7.30 P. M. It is hoped that every member of the Board will be present. The necessity of being prompt will be apparent. Please notify me AT ONCE if you intend to be present, this is necessary in order to complete arrangements for the banquet. Fraternally,  
WM. H. EMERY, Chief Consul.

#### APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names. Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objection



able person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 169—Total 24—11,911.

BOSTON, Dec. 14, 1888.

#### CONNECTICUT DIVISION—1—471.

Unattached.

21154 Northrop, H. E., Morgan School, Clinton

#### ILLINOIS DIVISION—1—747.

Chicago Cycling Club.

21152 Windheim, Chas. H., Lumber and Canal sts., Chicago

#### KANSAS DIVISION—4—158

Unattached.

21170 Sheldon, E. F., Dodge City  
21171 Only, Frank, "  
21172 Sampson, Chas., "  
21173 Martin, Hugh, "

#### NEW YORK DIVISION—1—2460.

Unattached.

21174 Lanahan, Timothy J., 439 Elk st., Buffalo

#### OHIO DIVISION—13—942.

Jefferson Co. Wheelmen.

21155 Bracken, Jas., Steubenville  
21156 Cooper, Cyrus, "  
21157 Gill, S. C., "  
21158 Griffith, Wm. W., "  
21159 Helms, W. A., "  
21160 Long, Chas., "  
21161 Massey, Rash, "  
21162 McGowan, Jas. F., "  
21163 Porter, Chas., "  
21164 Smith, Harvey, "  
21165 Turner, Robert, "  
21166 Urquhart, Geo., "  
21167 Walker, Foster, "

#### RHODE ISLAND DIVISION—1—263.

Unattached.

21153 Speirs, Thomas C., 83 Vinton st., Providence

#### TENNESSEE DIVISION—2—109.

Chattanooga Cycle Club.

21169 Loder, Nap, Chattanooga Marble Works, Chattanooga  
21168 Krause, John, 617 Long st., "

#### TEXAS—1—35.

Unattached.

21175 Goben, Jas. L., Gobens Gallery, Gainesville

#### OFFICERS FOR 1888—89.

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T. J. KIRKPATRICK,  
Springfield, Ohio.

FIRST VICE PRESIDENT,

H. W. HAYES,  
103 State Street, Boston.

SECOND VICE PRESIDENT,

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16 West Eagle street, Buffalo, N. Y.

TREASURER,

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309 Olive Street, St. Louis, Mo.

SECRETARY,

ABBOT BASSETT,  
12 Pearl Street, Boston, Mass.

#### Standing Committees.

*Executive and Finance.*

T. J. Kirkpatrick.....Springfield, O.  
H. W. Hayes.....Boston, Mass.  
W. S. Bull.....Buffalo, N. Y.

#### Membership.

G. Carleton Brown.....Elizabeth, N. J.  
Frank C. Blodgett.....Detroit, Mich.  
Alfred Ely.....Cleveland, O.

#### Rights and Privileges.

Chas. H. Luscomb.....280 Broadway, N. Y.  
J. S. Dean.....care *Bicycling World*, Boston, Mass.  
A. Moore Berry.....421 Olive street, St. Louis, Mo.

#### Rules and Regulations.

Dr. Wm. H. Emery 1177 Tremont street, Boston, Mass.  
W. W. Share.....P. O. Box 22, Brooklyn, N. Y.  
Henry Crowther.....P. O. Box 1582, Philadelphia, Pa.

#### Improvement of Highways.

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Chas. S. Butler.....263 Main street, Buffalo, N. Y.  
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George S. Atwater 1206 Penn. av., Washington, D. C.  
Col. George Sanderson.....Scranton, Pa.  
George Collister.....Cleveland, Ohio.  
Care Davis, Hunt & Co.  
W. M. Brewster.....309 Olive street, St. Louis, Mo.  
H. H. Hodgson.....New Orleans, La.

#### Transportation.

Burley B. Ayers, 153 S. Hoyne avenue, Chicago, Ill.,  
Chairman, with other appointments yet to be added to this committee.

League Members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

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## Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find \$ for initiation fee and dues in the League of American Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed, .....

Club, ..... P. O. Address, .....

References: ..... City, .....

State, .....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is \$1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance.

If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose \$1.50 with the application, after that date, and until April 30, 1889, enclose \$1.25.



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BOSTON, 21 DECEMBER, 1888.

Volume XVIII.  
Number 8.

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Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

## TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

## EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 21 DECEMBER, 1888.

WITH the departure of Vice President Hayes for the city of Para, Brazil, we are constrained to look over the field and see, that now Mr. Hayes cannot be looked on as a candidate, who is left as a possible candidate for the Presidency of the League.

The friends of Mr. Geo. A. Jessup are strong in the field, and are urging the claims of Pennsylvania in a very active way. Mr. Jessup is a gentleman already well known in League politics, being one of the most prominent wheelmen in Pennsylvania, and is at present the Chief Consul for that State. His position as a business man in the city of Scranton is second to none, and personally he is held in high esteem.

Mr. John C. Gulick, of New York, is also spoken of in connection with this high office. As an active and faithful worker in the League and the New York Division, Mr. Gulick will prove a strong candidate. He has already been honored by the League, as its Vice President at the time Dr. Beckwith was President.

From the West we hear whispered the name of Mr. James R. Dunn, of Ohio, for many years the Chief Consul of that State. He has also been Chairman of the Membership Committee. In both capacities he has shown himself to be a strong man and an energetic worker.

The name of Mr. Charles H. Luscomb, of New York, has also been spoken as a possible candidate. We, however, do not know whether Mr. Luscomb can be counted in the field or not.

The above names seem to be the most prominent at the present time.

THE Rev. Dr. Newman, of Washington, D. C., had a bicycle stolen from him Dec. 8. Later in the day he met a man riding his machine, and the reverend gentleman promptly stopped the rider and placed him under arrest. The man gave his name as C. Wishing, and on earnest assurance that he had bought it from a man named Whitman early in the afternoon he was allowed to go, minus the bicycle and minus the cash he gave for it, no doubt "Wishing" he had not been such a fool.

## GOD SPEED TO EX-CHIEF CONSUL HAYES.

THE officers of the Division which ex-Chief Consul Hayes has so faithfully and efficiently served during the past, paid a fitting compliment to the retiring Consul on the eve of his departure to Brazil, by a dinner at Young's. The following members of the Board were present: Chief Consul W. H. Emery, Vice Consul A. W. Robinson, Representatives W. G. Kendall, J. S. Dean, A. Bassett, J. F. Adams, F. I. Gorton, C. S. Howard, I. E. Moulthrop.

Beside the above named officers, there was present Col. A. A. Pope, Mr. C. E. Pratt and C. W. Fourdrinier. Chief Consul Emery made an excellent post prandial presider, and eloquent speeches were made by C. E. Pratt, Col. Pope, J. S. Dean, and in fact every man round the table had a word to say. Mr. Hayes spoke feelingly of his past connection with the members of the Board, and he gave an exceedingly interesting description of the city of Para and the surrounding country. Mr. Bassett read an excellent poem, which we have the pleasure of reproducing:

TO HERBERT W. HAYES.

Drink we to-night a grand bumper to Herbert,  
Fill it with what will best sorrow appease,  
Pledge we the health of one soon to be sailing,  
Sailing away from us over the seas.

Take now the hand we so often have shaken,  
Speak from our feelings so hard to subdue,  
Send him in joyfulness out from our circle,  
Give him a hearty God-speed and adieu.

Balmy breeze waft him across the blue ocean,  
Bear him away to the land of the palm;  
Roll billows quietly, mermaids sing carols,  
Good fortune speed him and keep him from harm.

Bear him, ye breezes, where Amazon waters  
Roll to the ocean across golden sands,  
Where a pair of duck trousers, a gold and black blazer,  
Is the only dress suit that Dame Fashion demands.

Put him where Herbert will always find pleasure,  
Right closely beside a big Amazon's mouth;  
Feed him on cocoanuts, dates and bananas,  
Give of thy bounty, O, land of the South.

Take him where great anacondas are crawling,  
Where monkeys hang down by the tail from the trees,  
Where the giant mosquito and long-legged spider,  
Dance waltzes and jigs with the Jumbo-like fleas.

Nail up a hook on the blooming equator,  
Call up a darkey, a hammock to spread,  
Give him a fan and a glass of mint julep,  
And a maiden to bathe his perspiring head.

He goes to a land where the baked beans of Boston,  
The fish ball, the steamed clam, the Anheuser brew,  
Will never more know him, or give him sweet comfort;  
We know he's heart broken to bid them adieu.

No more will his spider wheel speed o'er the highway,  
No more shall we see him at meeting and run;  
His cycle stands idle, it waits for a rider,  
It mourns now for whom it so often has spun.

December 18, 1888.

## BULL FIGHTING AND BICYCLES.

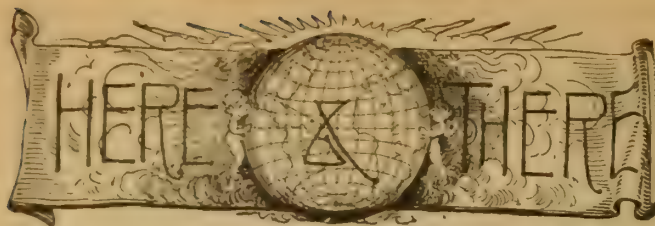
*Editor Bicycling World:* El Paso, Texas, "the backdoor of the United States," has had a bicycle club since November 1st. This is supposed to be the second club in Texas, and styles itself the Border Wheelmen. Floyd Payne, President, R. H. Dimmick, Captain, and Jesse Payne, Secretary.

The weather is splendid in this end of the world for cycling, we can ride all the year round and have to put up our wheels but for a day or two on account of rain, and that only a dozen times a year. The roads are better on the Mexican side of the Rio Bravo than on our side, and into the land of the Aztec and eagle we generally go on our Sunday runs.

Last Sunday, Dec. 9th, the club took a run over to Juarez City and attended the bull fights in a body, astonishing the natives with our wheels, knickerbockers and big feet. After the performance the boys concluded to have a spin in the bull ring. When entering the arena (Captain Dimmick leading) six wild bulls charged in from the pens on the other side, and the gallant captain of B. W., in trying to create remoteness between himself and the bulls, made the best time on record for these parts.

L. A. W. 20,704.





## PORKOPOLIS NOTES.

## "STAR."

ONE Saturday evening, not long since, after crawling into bed on my return from the rooms of the C. B. C., where I had admired their bronze ornaments and listened till quite a late hour to the striking of their new marble clock, I lay there lamenting the postponement of the morrow's run on account of the drizzling rain that was then falling, and trying to think of something of interest to put in my next letter to the BICYCLING WORLD AND BULLETIN. How much time had elapsed I know not, but the telegraphic clatter of the water dripping into the down spout had long ceased when I was startled by a jingling of bells and trampling of feet almost directly over my head. I raised up, and listening attentively, heard a scratching, scraping sound that gradually grew louder till, accompanied by an arctic blast that made me draw the blankets closer around me, there popped into the room a chubby, smiling, pleasant looking, fur clad, little dwarf, who, without waiting for permission, turned a double somersault and landed in the middle of the table that stood in the centre of the room. He no sooner resumed the perpendicular than he began acting a most ludicrous pantomime. He would bend almost double as he hugged himself, straighten up and hold his shaking sides, throw back his head and seem convulsed with laughter, without, however, uttering the slightest sound. For several moments I had looked on in amazement, wholly at a loss to account for his mysterious mirth, when suddenly he drew from his belt a sprig of evergreen, waved it over his head and disappeared.

IN an instant my room had expanded to the size of the drill room of the new armory. In the centre stood a gigantic Christmas tree loaded down with the most motley collection of Christmas presents I had ever seen. On the topmost bough was a handsomely embroidered night shirt, from the pocket of which protruded a large official looking document decorated with a glaring red patent office seal and to which was attached a tag bearing the name of Air-Brake Norton; next was a diminutive trumpet for "Toot" High; a pair of boxing gloves for Tom Littleford; a string of pearls and a bunch of sweet violets for Hosea; a leather medal each for Webster and Heidkamp for their frequent attendance on club runs; a jumping-jack for Amor Hall; some teething rings and a rattle for Dr. H. M. Kempton; a convertible bustle, that could in an emergency be used as a luggage carrier, for the Bearded Lady; a copy of "The Life and Adventures of the celebrated Miamitown Cow" for Mr. Wm. Miller; a mariner's compass for Trumbower; a gross of cyclometers for Dr. Green; a little ax, in a red plush case, for the silvery tongued Marqua; a lady's tandem bicycle for the sadly-maimed Piper; a nondescript safety bicycle for the hard-to-please Charley Allen; a raw hide bow and a quiver of arrows for H. W. Longley; an anti-header for Charley Galway; a copy of Jack the Giant Killer for Oskamp; a park badge No. 13 for Charley Ross; a pretty new nothing with a whistle in the end of it for little Ralph Taylor; a copy of "She" for A. A. Bennett, to be placed in the library of the "Veloce" Club; a bottle of embalming fluid for the "Duke;" a pair of dancing slippers for the Fat Woman; a little painted tin cup, bearing the stenciled motto "For a Good Boy," for Walker Hall; an immense pair of white wings, to be attached to the frame of his Star in the rear of the saddle in such a manner as to be opened by a stern wind and closed by a head wind, for the weary Dr. Wm. D. Kempton.

THESE, however, were but a moiety of the presents, but before I could examine the rest my attention was drawn to an imposing four-story building that stood to the right of the tree. Its front was of pressed brick with free-stone trimmings. The upper part of the large windows was filled with stained glass of an elaborate design that included the winged wheel of the L. A. W. Through the basement windows could be seen a spacious and well-appointed wheel-room. Through the large bay-window of the second floor could be seen a group of wheelmen gathered about a grand piano, from which were issuing sweet strains in response to the delicate touch of the allent Nelson. Beyond this, through the sliding doors, could be seen a room whose walls were hidden by shelving, on which re-

posed the numerous and richly bound volumes of the club library. As I looked from them to the chess tables that stood about the room I heard a strangely familiar voice that said: "Papa! papa! are you never going to wake up? The breakfast bell has rung several times, and we are tired of waiting!"

## NEW YORK.

## "HAWKSHAW."

ASSUMING as correct an assertion recently made by me in this column, that in many points there was but little difference between racers, whether they were man or horse, and a little study will show that I am not far from right in the claim, it would be but wise to study the successes of the thoroughbred to see if from them something to the advantage of the racing man could not be learned. An investigation of the question from both the standpoint of the biped and of the quadruped has convinced me that in all things appertaining to training as a means of putting the racer in the fittest shape for speed, that the horse has by long odds the best of it. This column is not the place to enter into a comprehensive and complete proving of this, but as a single item in the mass of argument in favor of the claim I make as above, I must note the question of eating and drinking, which is at all times the foundation of successful training in both horse and man. When a thoroughbred goes into hard training, and especially at the time he is to be "keyed up," and made fit for some special racing event, his food and drink, both in quantity and quality, are made the source of extreme study and care on the part of the trainer. To such an extent is the belief carried among expert trainers of horses, that any change of diet or drink is likely to result disastrously to their charges that in the case of the horse being forced by his engagements to depart from his training quarters he is always accompanied by sufficient food and drink to last him till his race has come off. It is of no unusual thing in consequence of this to see hay brought from California, or water from Chicago or Saratoga. In contrast to this take the usual course adopted in handling the man who intends to race, hence, after he has succeeded in getting himself into condition, what does he do? Why he proceeds to the place at which he is to race, often hundreds of miles away from his training grounds, and arriving there, at best, only a few days or hours before he intends to ride, and thus encounters at one and the same time a complete change of air, water and diet, and the result is often found in the failure of the contestant to approach in his racing, anywhere near the speed and stamina he had acquired in his training. Is not this a case wherein a lesson from the care and attention to the thoroughbred should prove a profitable lesson to the racer? Surely if so much care is needed by a horse, it is but reasonable to suppose that the man must require equally as much if not more.

THE remedy of failure from this cause is easier with the man than the horse. Let, therefore, the wheelman try to remove this stumbling block from the path of his success. When training for any races that will take him away from the vicinity in which he trains, adopt for food only those articles of a standard kind whose plainness and universal use will enable him to duplicate them wherever he may go, let his drink, especially when in the form of water, be of the smallest quantity, as it is at all times a danger to his success. Let him learn to substitute as far as possible in the place of water some weak tea or some well-known brand of ale, so that his change of surroundings will bring him no appreciable change in the course of his living. To those who would carry this theory to its furthest and consequently more perfect action, I would advise that for, say a month prior to their races they adopt as a beverage some standard bottled table water, using it in the place of the local water to drink, then the danger that lurks in a change of water can be almost entirely eliminated, since wherever the racer may go he can secure the bottled article exactly similar to that which he has trained upon. There are yet many more points in the training of a thoroughbred for racing that wheelmen might copy to their advantage and profit, and to such as desire to arrive at the perfection of handling and care of a racing man I would commend a careful research of the methods employed in making the thoroughbred "fit" as a study that would prove of immense advantage to racing men, by greatly improving the knowledge of many of those who now without cause pose as "trainers."

How many of the readers of this column remember the once celebrated Renton case? I venture to say that not one of those who do so will have thought of it once since it drifted from public notice, and yet in its day it was a most celebrated affair in cycling circles, culminating as it did in the arrest of Eugene Aaron, as Secretary, first, and Dr. N. M. Beckwith, President, afterwards, for libel. In fact Mr. Renton threatened to arrest the entire L. A. W. before he got through with the affair. This was the Renton innings. Now for the other side. As I drifted into the Supreme Court the



other day I was somewhat surprised to find Dr. Beckwith there, and to learn from him that he was there to appear in his suit against Renton for false imprisonment and consequent damages. It is somewhat an aged but very apt quotation that seems to apply here, and that is that "he laughs best who laughs last," and I am afraid Renton, before many days, will be a convert to this belief.

THAT irredeemable old cycling murder mill, otherwise called "a track," in Madison Square Garden, was put into active work on Saturday night, and still maintains its reputation as being the most dangerous place possible for a wheelman to attempt to race upon. The event was a two-mile bicycle handicap, at the games of the Manhattan Athletic Club. In the final heat the entire field of four competitors went down in a grand tumble on the upper turn. From the hodge-podge of man, machine, sawdust and profanity thus caused, G. F. Brown, of the K. C. W., who had started from the 75 yard mark, and J. H. Hanson, of the New York Bi. Club, 16 yards, were first up, mounted and away, finishing in order named. Time, 7 min. 30 sec. In payment of these gentlemen's efforts at grand and lofty tumbling, and for their kindly consenting to risk their necks for the edification of the assembled multitude, the Manhattan Athletic Club kindly presented Mr. Brown with a gold watch, and Mr. Hanson with a silver one, having offered them as prizes in the race. Irving M. Halsted and H. L. Kingsland, of Baltimore, who started from scratch in their respective trial heats ran unplaced, and were therefore not in the finals. These gentlemen evidently possessed the good sense to prefer the certainty of an unbroken neck and no watch, to the possibility of a broken one, with no matter what kind of a watch for a premium. Such exhibitions as are billed as "races" in Madison Square Garden should be forbidden by the Society for the Prevention of Cruelty to Children. To win some paltry prize, men (?) risk their lives and limbs, and if they themselves cannot see the foolishness of so doing, some one else ought to do so for them and forbid the affairs. When the public, time and time again in these "races" in the garden, is treated to exhibitions of falling wheels and riders, it causes in their minds a prejudice to arise against wheeling that no amount of argument can remove. I am sure that to such of them as have often seen these affairs, the dividing line between the car of Juggernaut and the modern bicycle is too slight for them to determine.

#### NEW ORLEANS.

##### "NOKOMIS."

TWELVE members answered to roll call at the last regular monthly meeting of the Louisiana Cycling Club. As was hinted around, the club's Secy.-Treas., J. W. Jay, handed in his resignation, which was accepted. Jay has giving up riding altogether, having sold his wheel, and now will be an ordinary street car rider. His resignation leaving the office of Secy.-Treas. open, Mr. E. M. Graham name was proposed and was unanimously elected, he having just resigned as Lieutenant of the club. High Private, L. Jeff Frederic, was the candidate for Lieutenant and likewise was unanimously elected. Jeff is a popular fellow, a hard rider, and has his eye on the Captain in the coming races for the Batson medal, so he says. Secy.-Treas. Graham is one of the most popular members of the club, and his promotion to that office only shows in what high esteem he is held by his fellow members.

THE Louisiana Division of the L. A. W. are some \$80 richer since the last meet. I have just seen the report of the Racing Board, which will be read at the next meeting. It would seem that from this, meets yield a profit instead of a loss.

THERE is a big talk amongst the members of the Cycling Club about a turkey raffle or shoot to take place sometime near Christmas. From all I can learn there has been a committee appointed to take charge of the arrangements, and that some six turkeys will be at stake. I know from experience that a cyclist knows a good turkey when he sees it, so the competition promises to excite much merriment.

THE races for the Batson medal promises to be about as hard a set of races as have ever been scheduled. A 12-mile run to Schadwells, 35 miles up the river to Red Church, 30 miles to Hahnville, 25 miles on the asphalt, and I hear Shell Beach is talked of, but there is general complaint as to the latter. Next Sunday, weather permitting, the first race will take place, and as there are ten entries, the race promises to be an exciting one.

THE Mardi-Gras lantern parade is booming, in fact it has taken a fresh start, and if the plans are carried out, it will be the most original one ever held in this country. Every rider will be in full costume, representing one of Mother Gooses' flock, surrounded by lanterns, torches, etc., so the effect will not only be pleasing but novel as well. Wheelmen from all over the country will be invited

to take part in the procession, and to attend the Mardi-Gras festivities, which will be more attractive this year than ever before.

H. J. PIGOTT, a member of the L. C. C., handed in his resignation at the last meeting, much to the regret of all. He goes back to his home in England, leaving nothing but the regrets of his fellow wheelmen behind. As a parting memento, he had the boys photo. taken, and presented each one in the group with a copy. To show their appreciation of this kindness, he was in turn presented by them with an enlarged copy of the picture, handsomely framed, to carry home with him. Pigott's dry humor will be missed on many a club run.

#### BUFFALO.

##### "ALI BABA."

THE event which was looked forward to with unusual interest, the annual election of officers of the Buffalo Bicycle Club, took place in their club house Monday evening, Dec. 10. Never before in our history was such intense interest manifested. And this is accounted for when two of its sterling wheelmen ask for the suffrages of members for President.

LONG before the final event groups could be seen in different parts of the house discussing their favorite candidates in voices so low that it was impossible for a person of different views to catch on any scheme which might be brewing. After the writer was button-holed for about the fiftieth time he fled into a secluded corner—where he could make observations—and it was amusing to see the great interest manifest by friend and foe alike. Well, the election was held in the gymnasium and it was crowded, and that means a big crowd. After the regular business was disposed of and the election was in order some one moved that the rule prohibiting smoking be suspended. There was a weak objection raised by non-smokers, but the smokers prevailed, and the intense nervous tension was allayed in fumes of smoke, and the election proceeded.

THE nominating speeches were eloquent and would have done credit to any organization. Both candidates had able supporters, and the hosts were marshalled to combat. After the smoke of battle cleared it was discovered that there had been a close conflict, Mr. Charles F. Hotchkiss being elected by a majority of two. No sooner was the result known than there went up a mighty shout, which lasted several minutes. An over-enthusiastic supporter actually climbed a rope to the ceiling, and had to pay for it with a pair of blistered hands.

MR. C. W. ADAMS and Mr. R. B. Hoffman were both re-elected, and well deserved this token of esteem. Their annual reports were ably written, and when Treasurer Adams finished reading his report it was received with thunderous applause. We now come to the election of Captain. There were three candidates in the field, and the search for votes was exceedingly lively. Two ballots had to be taken before a choice was arrived at. Mr. W. E. Donaldson was elected by a plurality of twenty-two. This was the signal for great glee and hand shaking. Mr. Donaldson was almost borne away in the midst of enthusiastic friends. It was after the midnight hour when the last ballots for trustees were counted. The following are the list of officers for the ensuing year: President, Chas. F. Hotchkiss; Vice President, W. C. Letchworth; Secretary, R. B. Hoffman; Treasurer, C. W. Adams; Attorney, Albert C. Spann; Captain, W. E. Donaldson.

#### SPRINGFIELD, ILL.

##### O. R. DINARY.

THE "Capital City" have a grievance—with the dues at a minimum, they are accumulating a surplus. Several of the hard riders took a run to Chatham one evening lately. The road was worse than bad—it was rotten. Hence, when a Capital City rider encounters a piece of road that is particularly bad, he calls it "Chathamized," and his brethren understand.

AT the annual election of officers of this Division the "Capital City" captured the Vice Consular and Secretary-Treasurer offices, Mr. Charles Hansel and Mr. Thomas F. Sheridan being elected.

As an experimenter Captain Fogarty is a success. He bought one kind of a wheel to learn on, exchanged it for another to practice with, sold it and bought another to ride on, made another change, and is now riding a "Star," and it is said that he was discovered investigating the qualities of a quadricycle a few days ago. What next, John?

MR. JOHN E. RANSOM, one of the best riders of the club, had the misfortune to encounter a "road hog" in the person of a wealthy farmer a few days ago. The result was that the said farmer told



Mr. Ransom, after running over his wheel and smashing it, that "them things has no right to be on the road, the sidewalks was made for them." He will probably have a chance to explain to the judge why he thinks so, and give cause why he should not be fined for his hogghishness and ignorance. The matter has been referred to the Division, and as the case is absolutely good, it will probably be pushed for all it is worth.

MR. WALDO S. REED also had his wheel smashed by a farmer some few weeks ago, but unfortunately, could not find out the name of the person who rode over him, or he would have brought an action against him.

#### CHICAGO.

##### THE "STROLLER."

THE Lincoln members are extracting all the fun possible out of their club house in a social way. Tuesday evening last a very entertaining lecture was given by Dr. Belfield; subject, "The Parasite of the Human Body." Thursday evening always finds a large gathering of club members and their "best" ladies to "trip the light fantastic." The raffle craze has struck them in full force. A gold watch has just been raffled off for the benefit of the amusement fund, and some two hundred dollars realized, Mr. Lucas, connected with one of our daily papers here, holding the lucky number. A New Mail bicycle will be raffled off in the near future, the club having been presented with one for that purpose, and the end is not yet. Their election is near at hand and their tickets are in the field already, although I think a majority of the old officers will be re-elected, and speaking of elections, I was surprised to find so many candidates as have lately developed in the Illinois Club, Mr. Sloan, the President, being almost the only officer who has not one or more rivals for the same office. So, too, in the Chicagos, there are two tickets already in the field, one headed by W. A. Skinkle and one by J. C. Ellis; W. C. Thorne for Captain on the Skinkle ticket, and Charley Seig for Captain on the Ellis ticket; and several other tickets are talked of. Frank Cory is on both tickets for Treasurer, and Frank ought to have the place.

JOHN BOGUE has been on a short visit to Denver the past week.

PIERCE, one of the old Owl Club racing team, talks of taking to the path again next spring.

COXE, of the I. C. C., is now called the "Berry Wall" of Chicago, owing to a late newspaper article.

DOC GIBSON says the only way to get even with those South Side "fellows" is to go over and lick them all.

BERNSTEIN says Street is going to run for Secretary of the Illinois Club, and Bernstein is already electioneering for Street.

TOM ROE is East for a short time on business. I am told that Tom will surely see "Erminie" in Philadelphia before he returns, though.

BURLEY AYERS has decided to extend his absence from the Illinois Club house three months more, or until the late unpleasantness has blown over.

GARDEN says I entirely misquoted him in regard to that proposed St. Louis-Chicago team race, and that he has written a letter stating why the race did not occur. I certainly understood him to say as quoted by me, but if I was mistaken, and I guess I am, I offer an apology to all concerned.

THE Illinois boys had one more theatre party the last night of the Nadjy Company's stay here, and the boxes were secured the first thing. Francis Wilson received their attention, while, as the *Ocean* said next day, "they became stone images whenever Pauline Hall appeared, but Pauline managed to sing her part through all right." I don't think any of the clubs will try and lionize any of the profession after the recent fiasco caused by the combined efforts of two of the largest clubs here.

#### NEWS

##### AND COMMENT.

PROBABLY the most magnificent road in world is the military road in India, running from Calcutta to Pershauer. This wonderful highway is 1600 miles long, splendidly macadamized, and on the low counties lined with live oaks and other semi-tropical trees while on the upper or Southern tier the sides of the road are lined with gorgeous tropical growth which is alive with brilliant plumaged birds and frisky monkeys, to say nothing of an occasional royal Bengal tiger.

Don't send in your *League* renewal until after April 1st.

WE wish one and all of our readers a very happy Christmas.

THE tournaments South are said to have awakened great interest in the bicycle in that section.

THE Philadelphia *Sporting Life* endorses our idea as to the advisability of forming a road record association.

W. W. STALL has been appointed general agent for Eastern Massachusetts to handle the Warwick Cycle Company's goods.

*Texas Siftings* is evidently appreciated by our readers, as the orders for the same are coming in fast. Our offer may be withdrawn at any time. Don't delay.

AN advertiser in the *WORLD* thus writes us: "We are happy to say that our advertisement in the *BICYCLING WORLD* has been more fruitful of results than any other medium.

IT is possible that the Cincinnati, Ohio, and the Covington, Ky., wheelmen will invoke the aid of the League to establish their rights to passage of the suspension bridge in common with other users of vehicles.

PRINCE and Eck, cyclists, vs. Marve Beardsley, on ponies, are having a whack at each other in Denver. At the end of the second day the score stood: Wheelmen, 235 miles 5 laps; Beardsley, 234 miles 5 laps.

WE are advised by the Eastman Dry Plate Co., that their "advertisement of the Kodak in the *WORLD* is producing the most satisfactory results." A word to the wise—advertise in the *WORLD*!!

WE think Philadelphia must be the banner city of the country for lady cyclists. It is claimed the Quaker City has fifty of the fair sex who ride a bicycle. Can any city in the Union present a better showing than this?

THE personal movements of the editor of this paper seem to interest brother Prial of the *Wheel* immensely, but sometimes, yes, very often, he misses his guess when he opines we have "been to Albany of course."

THE *Referee* Annual will be ready for delivery by January 1st. All those who desire to have a complete epitome of records and of sporting news for the past year, should send in their order at once to the *Referee*, 199 So. Clark street, Chicago.

SINCE the Berlin (Germany) government has raised restrictions on the use of tricycles on the streets the trade in tricycles in the German capital has taken immense strides. The Coventry Machinists' Company seem to have the cream of the trade with the Berliners.

THE Pope Mfg. Co. has issued its calender for 1889. It is made on the same lines as that of 1888. Each day has a quotation on the subject of cycling, and a blank space to be used for memoranda. It is of convenient form to place on the business man's desk.

THE Rev. C. H. McAnney, of North Long Branch, N. J., has lately taken to the bicycle. He utilizes the vehicle by visiting the members of his congregation and the sick. He calls the vehicle a "consecrated bicycle," and on Sundays he rides it to visit distant church members.

THE pleasant little rivalry between the Chicago Cycle Club and the Illinois Club of Chicago over Pauline Hall must have cost the rival factions in the neighborhood of a cool \$1000. Miss Hall's visit to Chicago will long be remembered by Chicago riders, and it will also remain as a pleasant memory in the mind of the fair Pauline.

CYCLISTS have the advantage over other men in that they possess stockings of dimensions sufficiently ample to hold quite a lot, while the non-rider has to borrow one from the opposite sex, and in some cases when a wife or sister is not handy negotiations are apt to be embarrassing to one of modest nature—like ourselves for instance.

THE general press is swinging too much to the other extreme when it announces that "the days of the ordinary are numbered." In looking over our exchange clippings no less than ten papers thus solemnly proclaim the doom of the big wheel. This is all fudge: the ordinary will be in big demand, though in the future it must content itself to share the honors for first choice with the rear-driving safety.

THE Norwich, Conn., *Bulletin* is responsible for the following: "Norwich has a bicyclist who is not only at home on country roads, but if he is allowed to tell it, will soon convince one that he knows something of the mountainous parts of Pennsylvania. On one memorable occasion when he was bicycling over the mountain trails of that State he took his gun with him, and as he was going a sixty-



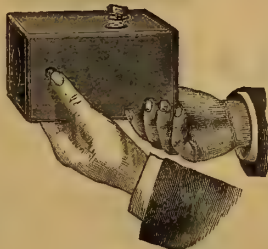


This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere; or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 144 and 146 Greenwich street, New York.

THE BICYCLING WORLD (established 1879.) The leading cycling paper of America; employs the best writers on cycling subjects, and makes a specialty of practical articles relating to cycling. All the news, carefully edited and given with dispatch. One Dollar a year.

Postage stamps not received in payment.

## THE KODAK CAMERA---FOR WHEELMEN.



Price, \$25.00.

THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and pressing a button.

One Hundred instantaneous views may be made without reloading, and a knowledge of photography is unnecessary. The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The "Kodak" is an article which every wheelman should possess, and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO.  
ROCHESTER, N. Y.

## AGENTS WANTED.

Cycle dealers who are in a position to import our wheels into the States and to push the sale of them will oblige by communicating with us. At the expiration of the present year we shall require a first-class agent in each principal centre.

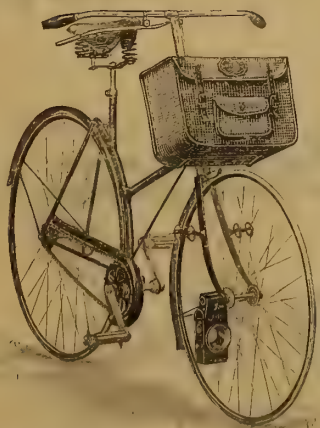
The name and fame of the **Quadrant Tricycles** abound in the States. We have now also several splendid lines to offer in **Safety Bicycles** of tip-top quality with important improvements and at moderate prices.

**THE QUADRANT TRICYCLE CO.,**

Sheepcote St., - - - - - Birmingham, England.

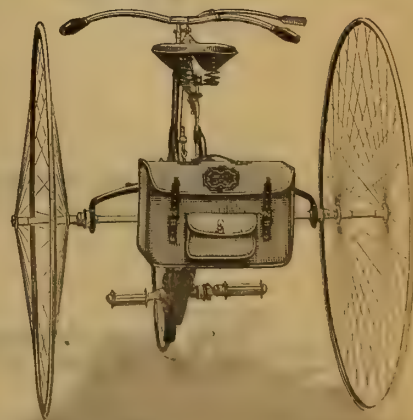


## INCER CYCLES



UNEQUALLED  
FOR  
TOURISTS.

Immediate Supply.



**W. B. EVERETT & CO., 6 and 8 Berkeley St., BOSTON.**

### Second-Hand Wheels,

Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand Wheels. Prices on all Wheels guaranteed as low as the lowest.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.



### Bicycles on Easy Payments.

Victor, Springfield Roadster, New Rapid, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from \$6.10 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.



# **EASTERN ROAD CLUB CUP TIE.**

NOVEMBER 8, 1888.

"E. P. Benson established a Safety record for 25 miles in the time of 1h. 35m. 25s."--*Bicycling World*, Nov. 16th, 1888.

The Machine ridden was a

## **SWIFT ROADSTER.**

*Catalogues Free.*

**The COVENTRY MACHINISTS' CO., Ltd.**

239 Columbus Avenue, BOSTON.

|                                               |                                |                           |
|-----------------------------------------------|--------------------------------|---------------------------|
| <b>WARWICK</b>                                | CATALOGUE READY JANUARY, 1889. | <b>CYCLE</b>              |
| <b>THE WHEELS FOR 1889</b>                    |                                |                           |
| ARE                                           |                                |                           |
| THE                                           | <b>Warwick Perfection</b>      | BICYCLE                   |
| AND                                           |                                |                           |
| THE                                           | <b>Warwick Perfection</b>      | SAFETY.                   |
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| ≈ Agents * Don't * Get * Left ≈               |                                |                           |
| WRITE FOR DESCRIPTION.                        |                                |                           |
| LOOK OUT FOR THEIR TANDEM BICYCLE.            |                                |                           |
| A. KENNEDY CHILD, Superintendent of Agencies. |                                |                           |
| <b>MFG. CO.</b>                               |                                | <b>SPRINGFIELD, MASS.</b> |



mile gait down a mountain path he saw a coon crossing the path ahead of him. Quicker than thought he let go his brake, raised his gun, and brought the coon down at the first shot. He says he did not stop to pick the coon up but he is quite sure he killed it."

WITH the death of the Alphabetical Road Racing Association, road racing in this country will receive a staggering blow. The warning knell was sounded by our New York correspondent, Hawkshaw, and the facts have borne out his prognostications that the N. Y. & N. J. R. R. A.'s days were numbered. So the grand semi-annual races over the celebrated Irvington-Millburn course are events of the past. Born, May, 1886. Died, December, 1888.

SECRETARY E. F. LECATO writes us: "Will you kindly say in your next issue that the Maryland Bicycle Club will keep 'open house' on New Year's Day, and we extend a most hearty welcome to all of our friends who will honor us with their presence. The following committee will be in charge: Yates Penniman, S. T. Clark, E. P. Hayden, G. H. Miller and E. F. LeCato, chairman, and they take this opportunity of extending to you a personal invitation. If you will come down, we will indeed try to make it agreeable for you." [The hospitality of the Maryland is so well known that it hurts us to say "nay." But alas! we will have to forego the pleasure of paying our respects to the Maryland Club in person on New Year's Day.—ED.]

#### YE CENTURY SMOKER—MISS PAULINE HALL IN THE QUAKER CITY.

THE club house of the Century Wheelmen on North Broad street, above Montgomery avenue, wore a gay and festive air last Tuesday evening, thronged as it was with the Centurions and their friends and invited guests, the occasion being the first "smoker" of the winter season. While no athletic sports were provided, yet the entire entertainment was thoroughly enjoyable and enjoyed, although it must be confessed that the atmosphere was a trifle thick for weak lungs.

From first to last the conversation and mirth never flagged, nor did the excellent cigars run out. I decided that a poorer brand would induce less frequent requisition on the cigar box by the crowd generally. The formal part of the entertainment, consisting of music and song, was opened by a piano solo, after which the following programme was rendered: Glee, "Baa, Baa, Black Sheep," Glee Club; bass solo, Mr. Harry W. Schell; reading, Dr. Morris; glee, "Lorelsi," Club; recitation, Mr. Brown; solo, "The Vikings," Mr. H. W. Schell, a magnificent thing, by the way; reading, Mr. Brown; glee, by the Glee Club; then came the gem of the evening, a solo, "London Bridge," by Mr. Schell. This gentleman's fine renditions were really the success of the evening, and it is no discredit to the Glee Club to say this, for they achieved all the success that could possibly attend a first appearance. Mr. Schell also favored the company with a couple of other songs, and several of the club members also gave musical numbers and recitations. It was a late hour when the party broke up amidst the unanimously expressed wishes for an early repetition of the Centurion's smoker. It would scarcely be fair to close the account without giving the names of the members of the Glee Club, to whom so much of the success is due. They are: Basses, Messrs. Walker (leader), Geo. Schell, C. C. Schell, Havens and Bahl; tenors, F. B. Schell, Carter, Talteval, Oehllers and Speier.

My thanks are due Mr. McGlathery for many courtesies received from him, as well as from others of the club.

During the progress of the affair some wag played a joke on the police officers by notifying them that a mill was in progress between Dominick McCaffrey and another pugilist, and a squad had collected for the purpose of making a raid on the house before the joke was discovered.

#### MISS PAULINE HALL

reached this city last week, with the Casino Company, which is playing "Erminie" at the Chestnut Street Theatre, and your correspondent called on her by appointment, last Thursday afternoon, spending a very pleasant half hour. She was full of reminiscences of her Chicago and Boston wheeling exploits, and expressed herself as most deeply sensible of the many attentions paid her by the cyclers of the two cities. The weather being so disagreeable, she had not brought her bicycle with her, but expected to have it sent to her in case the weather moderated, when she proposed enjoying some riding through the Park and Lancaster Pike, of which she had heard. On Thursday night a number of the Pennsylvania Bicycle Club propose attending "Erminie" in a body, and a block of upwards of forty seats have been engaged for the occasion, which is to be a full dress affair, and which is also to be signalized by the presentation of some floral and other emblems to the fair prima donna. Full particulars of the theatre party in my next.

Philadelphia, Dec. 17, '88.

#### TO TERTIUS—C. C. L. O. A.

"WELL, I'll be damned," said the stream, when it heard there was to be a mill built on its bank. Well! Tertius, is it possible you are still —?

'Twas but last night, whilst looking over my log-book, I glanced along the articles wherein which we recounted our adventures, and whilst thus engaged I began to wonder where you were, and if I would ever again hear of you.

This morning, when I unfolded and opened the WORLD, behold! you were before me.

Yet, why should I evince surprise? The old saying is, "Speak of the devil and you will see him."

And so you have been down in Florida? Well, I'm glad to learn it, for it has puzzled me immensely to satisfactorily determine what had introduced the yellow fever germs into the land of swamps and winter resorts.

Where did you get that Latin word, did you find it in your rooming?

Yes, Tertius, I remember all the pleasant times and rides we had. Do you remember that trifle I loaned you? Well, don't hurry yourself.

Do you remember that pretty girl we saw in the butcher shop, and you went in and got a "cold shoulder" from her, and how "muttonish" you looked when you came out? SECRETARY.

#### THE ROVERS, OF CHARLESTOWN, MASS.

LAST Friday night Young's Hotel was the scene of one of the most enjoyable dinners ever given by a cycle club, the occasion being that of the third annual dinner of the Charlestown (Mass.) Rovers. Among the guests present were ex-Chief Consul Hayes, Abbot Bassett, Dr. Kendall, J. B. Seward, C. S. Howard and J. C. Kerrison. Coffee and cigars having been reached, President A. W. Robinson opened the post prandial exercises by giving a glowing history of the past and a cheerful forecast of the future. Some of toasts which were given in verse are worth reproducing. The first one, "The Wheel:"

Oh, wheel, paradoxical ever,  
Though tired always thou'rt weary never.  
The kicks we give thee are but kicks of love,  
For every kick is an onward shove!

This was responded to by H. W. Hayes in a manner that evoked the enthusiasm of the Rovers.

The next toast, "The League," was also couched in appropriate verse, as follows:

The League that distance measures not,  
In miles on sea or land;  
But that which winds a chain about  
The cyclers—heart and hand.

Chief Consul Emery responded to this toast, and made a stirring speech on behalf of the national body.

To the toast, "Our Female Annex," Abbot Bassett responded in a way that provoked applause and merriment. After roundly rating the incorrigible bachelors for not getting better halves, and in answer to the query as to "where shall we get them?" Mr. Bassett proceeded in mirth-provoking verse to instruct the bashful Rovers "how, when and where." We now expect to hear of a great addition to the ranks of the benedicts in the Rover Club.

J. B. Seward, Dr. Kendall, C. S. Howard and others spoke, recited and sang, as occasion or their peculiar talents warranted.

#### THE CRIMSON CHALLENGES THE BLUE.

THE Harvard Bicycle Club has challenged the Yale Bicycle Club to a road race next spring. The course, distance and number of men is left to Yale, and the challenge is sent now in order that Yale may be able to find no excuse for not accepting it; but with Greenleaf, Davis, Bailey, Brown, Barron and Rogers against them Yale will hardly dare to take up the gauntlet.

#### FAST RIDING IN AUSTRALIA.

In a three-mile race at Melbourne, Australia, T. W. Bust rode the distance from scratch in 8m. 24-58., beating a field of seventeen riders. This is, we believe, world's record for the distance in competition.

A few days later J. W. H. Bust covered a mile against time in 2.30 2-5. This beats the English record, but does not touch Rowe's record of 2.29 4-5.

On the same day E. Elliot rode one half mile against time in 1.13, which is within one fifth of a second of the world's record held by Rowe.



## MILE ROAD RECORD.

A NEW machine, the Rudge Triplet, with S. G. Whittaker, No. 1, E. Oxborrow, steering, Jack Lee, No. 3, rode a mile on the road near Coventry, in 2:31 1-5. The *Cyclist* thus speaks of the event: "There was little wind, but the roads were very heavy and sticky from the recent rains. The route is about half down hill, and on the word to go the trio went off at a tremendous pace, and simply flew over the ground. Unfortunately, an error was apparent in the reading of one of the watches, so after half an hour's rest Mr. Sturme, with Mr. Williams and the "Triplet," repaired once more to the starting-point, Mr. Wootton having the assistance to check the finishing time of Messrs. S. Golder and Walter Phillips, and the word being given, away flew the crew, passing over the bridge in the wonderful time of 2m. 31 1-5s., this beating by far the fastest time ever recorded for a mile on the road by any machine."

## AUGUSTA, GA., TOURNAMENT.

UNDER the auspices of the Augusta National Exposition (with your correspondent in charge) the first two-days' amateur and professional meeting ever given in the South came to a glorious termination, on the exposition grounds at Augusta, on Wednesday, Dec. 12th. The dates selected were the 10th and 11th, but heavy rain on Monday caused a day's postponement, and the wind and sun made the track (at least a portion of it) dry and fit for racing on Tuesday. Riders from several cities in Georgia gathered to take part in the contests, and only ten days were allowed the manager for notifying the cycling portion of Georgia and Carolina. The entries and attendance were most gratifying. Augusta cyclists, with commendable promptness, resurrected their bicycles from the garrets and cellars, where since the flood they have found quarters, and within five days after the tournament blast was heard on the Georgian hills Augusta once more shone forth in cycling, and her boys put in good work on the exposition track, headed by that most genial and energetic of youths, Charles A. Bland, of the Georgia Railroad. The local papers had daily reports of the men in training and the entries as they arrived, and on the day of battle few people (who read) in Augusta did not know of the two-days' bicycle tournament. The Exposition Directors must have had a very poor opinion of the charms of a bicycle meeting, for they acted in a very small spirit in the matter of finances, which curtailed both amateur and professional prizes, and it is safe to say that Georgians will be a long time before they will see a two-days' meeting of eight events each day given for the paltry sum the Directors of the Augusta Exposition allowed for the recent meet. But the meet was a success; everybody enjoyed themselves, and the Directors were highly pleased, pleased so much that the Secretary complimented "yours truly" in a letter of thanks—and well they might be for the outlay—but cycling has received a boom here and much good will result.

The Pope Mfg. Co. kindly donated one of the prizes in the shape of a cup, and the Coventry Machinists' Company a gold medal. I have to especially thank Mr. L. E. Hickok, who had charge of the bicycle exposition (who had a walk-over for the blue ribbon award), for his able assistance in carrying out the tournament arrangements, and also the cyclists of Georgia who so nobly responded to the short notice. Charleston, Atlanta, Macon, Savannah, Columbus, and other cities were represented. I have the word of the cycle agents here, who declare that the tournament and exhibit at the Exposition have done more good and have made more sales and enquiries than anything this part of the South has seen, and the manufacturers will soon recognize that industrial exhibitions and tournaments are the true "boomers" of the trade.

Below I give results.

## FIRST DAY—DEC. 11.

Half-mile amateur open—Homer Reed, Atlanta, first; Tom Powers, Atlanta, second. Time, 1:26.

One-mile, professional, Southern championship—W. J. Morgan, Boston, first; J. H. Polhill, second. Time, 3:04.

Quarter-mile amateur heat race 2 in 3—Homer Reed, first; C. A. Bland, Augusta, second; F. A. Colson, Charleston, third. Reed won first and third heats, thus winning the race. Time, 42s., 43 1-2s., 44s.

Half-mile professional handicap—W. M. Boyst, Greenville, 50 yards, first; W. J. Morgan, scratch, second; J. H. Polhill, scratch, third. W. H. Maxwell, Charlotte, N. C., 60 yards. The scratchman caught Boyst just in two yards from the finish but could not reach him. Boyst winning by a yard in the first time (for the track) since 1887. Morgan, second. Polhill, third.

One-mile amateur handicap—T. A. Powers, Atlanta, 120 yards,

first; W. J. Browne, Augusta, second; Rees Mulligan, Augusta, third. Time, 3:48.

Half-mile bicyclists vs. trotting horse—The trotter, a 2-40 skipper, defeated Morgan and Polhill in 1:20 and 1:22.

## SECOND DAY—DEC. 12.

One-mile Southern championship, and cup presented by Columbia Company—T. A. Powers, first, Homer Reed, second; W. J. Browne, third. Time, 3:52.

Half-mile Southern championship, professional—J. H. Polhill, first, by a yard; W. J. Morgan, second. In this race Morgan broke the little wheel fork, finishing the race in danger. Time, 1:24.

Two-mile amateur handicap—T. A. Powers, first; Homer Reed, second; W. J. Browne, third. Time, 8:04.

One-mile championship of Augusta—J. F. Henderson, first; R. Mulligan, second. Time, 3:48.

Quarter-mile dash—T. A. Powers, first; J. M. Carter, second. Time, 42s.

Half-mile bicyclist vs. trotter—W. J. Morgan won the first heat in 1:21; the horse the second in 1:21 1-2; the third was not run.

The short races were a feature of this tournament, and gave much satisfaction. Close finishes resulted in many races. The attendance was about 3000 each day.

"SENATOR."

Augusta, Ga., Dec. 14th.

## LITIGATION.

We regret to announce that legal warfare has been resumed between the Pope Mfg. Co. and the Overman Wheel Co. The present suit is brought by the Pope Mfg. Co. over a question of their contract of June 10, 1886.

## NOVEL, USEFUL AND HANDSOME.

THE attention of our readers is especially called to the advertisement of the Economy Wall Desk, which appears in another column. It is a desk so constructed as to occupy a minimum of room and at the same time afford those conveniences which are always needed where writing is to be done, whether in an office or in a private room in a dwelling. Entirely unlike other desks, it is fastened to the wall instead of standing upon a foundation. When closed it occupies no more space than a wall cabinet, and is really a handsome decoration to a room or office. When open, on the other hand, there is a generous surface on which to spread writing materials, and also abundant pigeon-hole room for the storage of stationery, manuscripts, books, etc. We know of no article of the kind which has received higher praise from persons of distinction than has this desk. A number of these testimonials appear in the advertisement. The desk, while good for any day of the year, makes a most attractive holiday present.

## CHATTANOOGA (TENN.).

THE Chattanooga Cycle Club is on a boom. During the past season we have more than trebled our numbers. We intend next year to make our club the banner club of the South.

During the past summer several miles of our streets have been paved with asphalt. The roads hereabout are fair; Montgomery avenue, from the Stanton House to Mission Ridge, as fine a stretch of road as one can find anywhere. Hills are numerous and our coasts are fine. Lookout Mountain is the largest hill in these parts, in fact it is such a big one that none of our riders have ever been able to reach the top on their wheels.

A few Sundays ago a party of eleven took a run to Crawfish Springs, Ga. We were under command of our Captain, Dock Thacher, and were ciceroned by Mr. Sedgwick. On our trip down Gus Krouse's machine, which had been injured a few days before in a race, broke down. Krouse patched it up, and pluckily rode it the rest of the run. Arrived at "Crawfish" we ate a hearty dinner, a part of which we had brought along and the rest we obtained from a store and a farmhouse near by. The start for home was made at 2:30. When we had covered about half of the distance, the Mascot, who complained of a pain in his side, dropped out and waited for the next train. The fire-eater and the man-tamer being in a hurry to see their girls, left the others and struck a 2-40 gait for Chattanooga. As we came by their sweethearts' house, we saw their wheels leaning against the front fence.

BUDGER.

"PEDAL AND PATH," one of the most entertaining stories of a bicycle trip over and back across the Continent ever written; see advt. Send in 25 cents for a copy. It's value received.



## A NOVEL ICE ATTACHMENT FOR CYCLES.

A REFERENCE to our advertising columns will reveal a cut and announcement showing how cycling on ice, or hard frozen snow may be indulged in by all who possess a wheel of any type whatever. The ordinary, the rear driver or the Star can be easily fitted. This device is furnished by the Ohio Cycle Supply Co., of New Knoxville, Ohio., which concern will furnish all the necessary information in regard to this "new idea," which "idea" we have no doubt will find a ready sale in sections where ice riding can be indulged in now that we are assured of "great speed and perfect safety."

## A PILGRIMAGE FROM FRANKFURT TO BAYREUTH.

(By J. A. Spencer.)

MY friend E. and self could think of no pleasanter rest from our work than to spend one or two weeks in wheeling to Bayreuth, the Mecca of Wagner worshippers. Frankfurt-on-the-Main was our starting point, and our mounts were a 54-inch "Sanspareil" and a 50-inch "British Challenge." We provided ourselves with excellent maps of our route. The engineering staff of the German army have laid off a large section of Central Europe into theoretical squares; these in turn are accurately surveyed, and every detail of the character of the land is given, including the gradient of all hills or mountains.

The morning of August 1st saw us off in a fine, drizzling rain. Our seats for the performance of Parsifal on the 5th were engaged, so that weather was a secondary consideration. We traversed the broad plain through which the river Main flows, and in half an hour we had left the rain clouds behind and ridden into bright sunshine. Frankfurt lies in Prussian territory, and we were soon out of that country and on Bavarian soil. At noon we reached Aschaffenburg, which city contains a fine old "burg," or castle, with many towers; here also is a model of ancient Pompeii among other sights of minor interest. From Aschaffenburg we struck into a valley which presented charming scenery, but a decidedly rough road. Having fortified the inner man with a substantial dinner, we proceeded to make a short cut across the Spessart mountains. The rise was steady, without a level intermission, but of a grade to permit our reaching the top, after a climb of a little over an hour. A violent thunder shower overtook us here, and we took refuge under some fine old beech trees. Sunshine followed, and mounting again we enjoyed an uninterrupted coast for about an hour and a half down the other side, amid beautiful scenery. We reached the banks of the Main once more. Not being quite sure as to the identity of the stream we inquired repeatedly the name of the river of the peasants. To our queries they invariably answered that they "did not know." This evidence of stupidity and ignorance was fully up to the average standard of intelligence shown by the Bavarian peasant and of which we had repeated evidence during our trip. We reached Gemunden at dusk, and devoured a fine, warm supper, and then to bed to sleep the sleep of the healthy cyclist. The next morning we were off betimes; our route lay along a "sand-papery" road with the river on one side and the terraced grape orchards on the other. These orchards are most carefully built and tilled, perched apparently on almost perpendicular walls. The brand of wine is not much known outside of Germany. After a three hours' ride we approached Wurzburg, the approach to this place being by a fine, long coast. On the way down E's spring broke, so our first move was to find a dealer where the broken part could be mended. The town presented a very picturesque appearance, as we approached, with its many churches and towers. It contains one of the more celebrated of the German universities. Students with vari-colored caps and slashed faces, such as "Senator" Morgan described, were therefore numerous.

In the meantime rain had come again. One of the young apprentices in the dealer's shop offered to pilot us out of town and put us on the nearest road to Schweinfurth, our next objective point. He started us up a regular "teaser" of a hill, but when we looked back at the top to thank him he had disappeared. After ploughing a little further along through the mud we learned that we were on the wrong road. On hearing this cheerful news we made some lurid comments on our guide (?), the weather and the road, and wended our way back to the right road, which we had seen winding up on the other side of the valley. This presented a hill longer and steeper than the first, so we walked. We finally reached a rolling plateau under the most perfect cultivation, but devoid of any particular attraction except the mud, which piled itself on our wheels and ourselves. We reached Schweinfurth under a clear sky at dusk. The town is chiefly occupied in manufacturing colors. Of these, blueing forms an important part and is exported to America in large quantities.

Under way again at 8 o'clock next morning we made Bamberg about noon, still following the river Main. Here we called a halt for dinner, that is E did, as an indulgence by your correspondent in a combination including cucumbers and cow's milk on the previous evening, had materially lessened my interest in things edible. After recuperating somewhat we pushed on, the weather, now being bright and cool, making the exercise of riding delightful. We again struck into the mountains to make a short cut. We pushed up hill for about three quarters of an hour, and were rewarded by a fine view of the valley we had just left, the charming landscape including two ruined castles on prominent headlands overlooking the valley. The roads were beautiful excepting where they passed through a village or hamlet.

In Bavarian villages the roads are simply vile, rough, cut up and dirty; the villager dumps all the family refuse into the street, and there it is left to rot and interfere with traffic. The peasant's beast of burden is usually a cow, and sometimes an ox and an occasional dog or woman, but never a horse.

The houses are of the most primitive, cheerless order. The average German village has little or nothing picturesque about it, in fact they repel rather than attract.

(To be Continued.)

## DR. H. T. APPLEBY.

It is with sorrow and sincere regret that we chronicle the death of Dr. Harrison T. Appleby. At a special meeting of the Buffalo Bicycle Club, of which he was an honorary member, the following resolutions were adopted: Whereas an all wise Providence has taken from our midst our beloved associate and fellow wheelman, Dr. Harrison F. Appleby, to whom we are greatly indebted as the founder and leader of the club in its earlier days, therefore be it *Resolved*, That this club, in meeting assembled on the 14th of December, 1888, sincerely expresses its sorrow at the loss of a valued member, and tenders its sympathy to the bereaved family; also *Resolved*, That a copy of these resolutions be forwarded to the family of the deceased, and be engrossed upon the minutes of the organization.

Dr. Appleby's history as a wheelman is full of interest. He was the founder of the Buffalo Bicycle Club and its first active President. He served the club in various capacities during its early career, and his wise counsel and untiring work in its behalf went far toward placing it on a permanent and successful basis. Dr. Appleby was one of the pioneer wheelmen of America. He received his first bicycle in the fall of 1878, and was the first person to ride outside the city limits. Mr. C. F. Chavel received his bicycle July 6th, 1876, and the doctor ordered his wheel some months earlier, but his size required a special wheel made to order, and this prevented him from being the first to appear on a wheel in Western New York, but he rode on one of the wheels on exhibition at the centennial some months earlier in the same year, which gives to him the distinction of being the first to ride the bicycle.

When the velocipede first made its appearance here the doctor made a drawing of it, went to a carriage maker, and had one made which was the pride of the town. He was always a very methodical rider, and his yearly mileage was the largest in the club. He took delight in it, he was as happy when riding alone and communing with nature as when in the company of others. He was most companionable and full of wit. His loss is felt keenly, and where shall we find another such as he?

The "Ramblers" took appropriate action on the death of Dr. Appleby and the loss which the Buffalo Club sustains.

ALI BABA.

## THE VOLANT SAFETY.

(Springfield Bicycle Manufacturing Company.)

THE Springfield Bicycle Mfg. Co., realizing that the demand for a machine of the safety type is still in its infancy, although growing, determined to produce a bicycle of that type, and after months of experimenting, have produced a machine which it was our pleasure to inspect at their show rooms on Columbus avenue last Monday. We regret that the wood cutter has not completed the cut of this machine in time for this week's issue, but we were assured by Mr. Yost that we would have it in time for our next, together with a fuller description of the Volant.

The first thing that struck our notice in examining the machine was that it was much shorter or more compact between the centres, that is, the driving wheel and the steering wheel were brought much closer together than in the ordinary crank rear driver. This is



made possible because of the principle of driving, as applied to the Springfield Roadster machines. By thus bringing the wheels together, it is claimed by those who have tried the machine, that it makes the steering much less sensitive than is possible when the wheels are farther apart, which is necessary in order to clear the foot and the crank on the rotary driving machines. Among other improvements made on the machine for the 1889 pattern is a new and much simplified clutch in which one spring is made to do the work of five, as was the case in the clutch heretofore manufactured by this concern. The bearings which carry the driving gear are double ball, thus giving a large bearing surface, and consequently increased stiffness and easy running. Balls are also fitted to the driving and steering wheel. The saddle is something new, and has many points of great excellence, one of which is that by a simple device the saddle can be elevated or lowered, front or back, to fit the peculiarities of different riders. In fact this device is the only one we have ever seen that appeared to us practical and almost instantaneous in adjustment. By an ingenious arrangement of the rear part of the saddle to the coiled springs, a certain rocking motion is imparted to the saddle, so that when a man presses down, the saddle instead of being stiff follows to a limited extent the motion of the thigh when it is raised or lowered in either the up or the down stroke. It has also a very simple but efficient adjustment for a tension. The pedals instead of being of the form heretofore common with the Springfield Roadster, will be of the ordinary bicycle pattern, with bearings of special design.

It is not the intention of this article to go into a detailed descrip-

tion of the machine, this will be done in our next week's issue, providing the cut is finished. In general appearance the wheel is graceful, and impresses one as having great strength and power. A sample wheel has been given a most thorough and trying test with the most satisfactory results. In finish, the standard black enamel and nickel plate are used. The saddle and the steering posts are, of course, adjustable, as well as the brake rod. The handle-bars are brought well back, and where the ends and cylindrical handles are attached they are bent at an angle which will make the holding of same in a comfortable and natural position. In regard to price, the company have not yet decided as to what this will be, but it will probably be in proportion to the prices on their other machines.

We also had the pleasure, while in the office of this company, of being shown their

#### NEW TANGENT SPOKE ROADSTER,

which they call their No. 5. It is in every respect like their machine of last year, with the exception that it has a tangent spoke and hollow rim and improved clutch and the bicycle pedals. It is a fitting and excellent addition to their line of wheels, and will no doubt at once jump into popularity with the riders who desire and believe in the tangent spoke and the hollow rim.

As soon as we can procure a cut of this machine, we shall give it also a more extended notice. In the meantime, this need be taken only as an announcement of what may be expected in the case of both machines.



LEAGUE HEADQUARTERS:  
12 Pearl Street, - - - Room 27.  
ABBOT BASSETT, Secretary.

#### RENEWALS.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond January 1 until that date. Under the Constitution each Division must file on or before April 1, in the office of the Secretary, a certificate stating the amount fixed as its annual dues. Until that time the Secretary cannot be certain regarding the dues and therefore he must refuse to receive any renewals before that date.

WE have no very devoted love for ancestral customs, and antiquity does not heighten our veneration for institutions that are not intrinsically good. Ceremonious observances are of but small account in themselves if they are destitute of ennobling and refining influences. But the passing hours of Christmas are more deeply laden with the inspirations of moral advancement and physical enjoyment than any day in the calendar. The whole world unites in joyful commemoration of the birth of the world's Great Benefactor, and gives the fullest scope to the indulgence of those kindly sympathies which were so beautifully commended in His teachings and in His life. To all our reader, young or old, wheelmen or non-wheelmen, of all sects and creeds, and of no sect or creed at all, we proffer our hearty good wishes for their enjoyment of a MERRY CHRISTMAS.

THE wheel has triumphed in the courts again and again, but never until now have we had a decision from a Supreme Court. Rhode Island has given us what we have long desired, and the legal status of the cycle is now established beyond question.

CHIEF CONSULS are requested to fill vacancies in the office of delegate to the National Assembly at once. The call for the annual meeting must soon be issued, and proxy blanks will be sent out as soon as possible. Appointments must be made as follows: California, 2; Maryland, 2; Massachusetts, 2; Missouri, 1; New Jersey, 3; New York, 1.

WE remarked a few weeks since that there was money ahead for the man who should make a practical hitch for two safety machines. We have since learned that the hitch is an accomplished fact, and an application for a patent for the same has already been filed.

WE received a letter from a League member last week, in which he propounded the old query: "What is the League doing, anyway?" We were able to answer him for the particular Division under whose jurisdiction he resides is just now hard at work upon a road book, it has successfully fought several cases in court, and in many ways it has shown itself useful to wheelmen. When we had written the answer to his question it was our turn, and we inquired: "What are you doing for the cause, anyway?" Have you furnished any routes for the road book? Have you aided your Chief Consul by service of any kind?" We await his answer. The men who do nothing are the first to inquire what is being done, and there is more vinegar in the tone of the inquiry than its subject matter.

#### A BICYCLE IS A VEHICLE.

*So Says the Supreme Court of Rhode Island  
—One More Important Decision.*

State vs. Patrick H. Collins. This complaint was brought under chapter 66 of the Public Statutes. It is charged that the respondent while travelling with a vehicle met another person travelling with a vehicle on a highway, and did not seasonably drive his vehicle to the right of the centre of the travelled part of the road so as to enable the other person to pass with his vehicle without interference or interruption. Upon the trial the defendant was found guilty and fined. The evidence showed that the defendant was travelling with an express wagon, and that the person whom he met was travelling with a bicycle, and the defendant asked the Court of Common Pleas to charge that a bicycle is not a carriage or vehicle, within the purpose of the statute, and that he was not obliged on meeting a bicycle to drive his wagon to the right of the centre of the travelled part of the way, and on his request being refused, excepted. His exceptions were: First—That the language of the section under which he was complained of is less broad than that used in other sections which apply to all persons riding or driving, thus showing the intent to exclude some class of travellers from its operation, viz., those travelling on horseback. Second—The requirement of the section that the person in charge of the meeting vehicle shall drive not only to the right, but to "the right of the centre of the travelled part of the road," indicates that the Legislature contemplated that the vehicle met should be of a class to require for its safe passage one-half of the travelled part of the road, and not merely, as in the case of a bicycle, a few inches—bicycles not having been invented when the statute was originally enacted. It is stated that a bicycle has been held in England to be a carriage within the meaning of a statute forbidding furious driving on the highway, and not to be a carriage within the meaning of an act which gave a right to levy toll for every carriage of whatever description and for whatever purpose which shall be moved by any other power than that of beasts of draught.

The State contended that a bicycle is a



kind of velocipede, which both Worcester and Webster define as a carriage, or vehicle on wheels, and cites a decision of the Treasury Department of the United States, made when John Sherman was at its head, on appeal from an assessment of duty made by the Collector of Customs of Boston, on an imported bicycle. The Collector had assessed 45 per cent. on it as a manufacture in part of steel, and the importer claimed it to be dutiable at the rate of only 35 per cent. as a carriage, which position was sustained by the Department.

The opinion as rendered by the Supreme Court is as follows: The question raised by the exceptions is whether a bicycle is a carriage or vehicle within the meaning of Public Statutes R. I., c. 66, p. 1, which enacts that "Every person travelling with any carriage or other vehicle, who shall meet any other person so travelling on any highway or bridge shall seasonably drive his carriage or vehicle to the right of the centre of the travelled part of the road, so as to enable such person to pass with his carriage or vehicle without interference or interruption." The Court is of the opinion that it is a carriage or vehicle which carries a person mounted upon it and which is propelled and driven by him. The word vehicle is certainly broad enough to include any machine which is used or driven on the travelled part of the highway for the purpose of conveyance upon the highway. The purpose of the section is to prevent accident or collision, and such accident or collision may happen from a bicycle and other carriage meeting, unless the rule laid down in the section is observed. In Taylor vs. Goodwin, L. R. 42, B. 228, it was decided that a bicycle is a carriage within the act which forbids the driving of any sort of carriage "furiously, so as to endanger the life or limb of any passenger." The exceptions therefore are overruled and the case remitted to the Court of Common Pleas for sentence.

#### Michigan Road Book Supplement, 1889.

The Supplement to the Michigan Road Book for 1889 will be sent to press in January. Any corrections and additions to 1887-8 Book should be sent to me immediately to avoid delay.

It would be a pleasure and great help to me if all the members would lend me all the assistance they can without further solicitation. Fraternally,

A. B. RICHMOND,  
Chief Consul Mich. Div.  
Grand Rapids, Mich., Dec. 12, 1888.

#### Michigan Consuls.

##### List No. 2.

Hastings—Charles W. Jones.  
Hillsdale—Jed J. Randall.

##### Hotel.

Pontiac—Hodges, vice Northern.  
Fraternally, A. B. RICHMOND,  
Chief Consul Mich. Div.  
Grand Rapids, Mich., Dec. 12, 1888.

#### Finley Reinstated.

By unanimous vote of the Racing Board Mr. Thomas R. Finley, of Smithville, N. J., has been reinstated as an amateur. CHAS. S. DAVOL,  
Chairman.

#### Ohio.

Mr. Marcus Moses having tendered his resignation as Representative, because of removal from the State, I take pleasure in hereby appointing as his successor Mr. D. W. Jones of Gallipolis.  
T. J. KIRKPATRICK, Chief Consul.

#### APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance

with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 170—Total 14—11,925.

BOSTON, Dec. 21, 1888.

#### CALIFORNIA DIVISION—1—400.

##### S. F. Bi. Club.

21185 Massie, H. C., 114 Geary st., San Francisco

#### MICHIGAN DIVISION—2—354.

##### Unattached.

21181 Grant, R. K., Hastings  
21178 Ingersoll, Thurlow, 603 Shiawassee st., Lansing

#### NEW JERSEY DIVISION—1—742.

##### Unattached.

21179 Lichtenberg, F. M., Box 161, Englewood

#### NEW YORK DIVISION—3—2463.

##### Unattached.

21177 Moore, Clarence E., 74 N. Aurora st., Ithaca  
21180 Beach, J. Edward, 14 Hanover pl., Brooklyn  
21184 Wren, Oliver, "Peoples Theater," New York

#### OHIO DIVISION—3—945.

##### Canton Bi. Club.

21186 Tilden, Guy, Canton  
21182 Williams, Gomer, 155 S. Howard st., Akron  
21183 Carter, Chas., Mansfield

#### TENNESSEE DIVISION—4—113.

##### Nashville Bi. Club.

21189 Goodwin, Arthur, care Tenn. Mfg. Co., Nashville  
21187 Arnold, E. C., Knoxville  
21188 Biddle, W. P., 13 Asylum st., "  
21176 Redd, Thos. M., Room 10, McCullum Bldg., Knoxville

#### OFFICERS FOR 1888—89.

##### PRESIDENT,

T. J. KIRKPATRICK,  
Springfield, Ohio.

##### FIRST VICE PRESIDENT,

H. W. HAYES,  
103 State Street, Boston.

##### SECOND VICE PRESIDENT,

W. S. BULL,  
16 West Eagle street, Buffalo, N. Y.

##### TREASURER,

W. M. BREWSTER,  
309 Olive Street, St. Louis. Mo

##### SECRETARY,

ABBOT BASSETT,  
12 Pearl Street, Boston, Mass.

#### Standing Committees.

##### Executive and Finance.

T. J. Kirkpatrick.....Springfield, O.  
H. W. Hayes.....Boston, Mass.  
W. S. Bull.....Buffalo, N. Y.

##### Membership.

G. Carleton Brown.....Elizabeth, N. J.  
Frank C. Blodgett.....Detroit, Mich.  
Alfred Ely.....Cleveland- O.

##### Rights and Privileges.

Chas. H. Luscomb.....280 Broadway, N. Y.  
J. S. Dean.....care *Bicycling World*, Boston, Mass.  
A. Moore Berry.....421 Olive street, St. Louis, Mo

##### Rules and Regulations.

Dr. Wm. H. Emery 1177 Tremont street, Boston, Mass.  
W. W. Share.....P. O. Box 22, Brooklyn, N. Y.  
Henry Crowther.....P. O. Box 1582, Philadelphia, Pa.

##### Improvement of Highways.

Stephen Terry.....Hartford, Conn.  
Chas. S. Butler.....263 Main street, Buffalo, N. Y.  
H. S. Livingston.....Cincinnati, Ohio.  
Care Seasongood, Menderson & Co.

##### Racing.

C. S. Davol.....Warren, R. I.  
George S. Atwater 1; 206 Penn. av., Washington, D. C.  
Col. George Sanderson.....Scranton, Pa.  
George Collister.....Cleveland, Ohio.

Care Davis, Hunt & Co.  
W. M. Brewster.....309 Olive street, St. Louis, Mo.  
H. H. Hodgson.....New Orleans, La.

##### Transportation.

Burley B. Ayers, 153 S. Hoyne avenue, Chicago, Ill.,  
Chairman, with other appointments yet to be added to this committee.

League Members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

## Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find \$ for initiation fee and dues in the League of American Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed.....

Club..... P. O. Address.....

References:..... City.....

State,

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is \$1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance.

If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose \$1.50 with the application, after that date, and until April 30, 1889, enclose \$1.25.



# "'Tis Mightier than the Pen."

A SENSIBLE CHRISTMAS PRESENT.

UNCEASINGLY at it--writing, writing, writing—good writing, bad writing, worse writing—sometimes can read it when it is warm, seldom when it is cold—sometimes the receiver can translate it—sometimes he can't—waste of time, waste of labor at both ends. The pen is old-fashioned--the progressive business man, the intelligent professional man, the live clerk, and the modern student type-write; some 30,000 of them use the World Typewriter. 'Tis a wonderful little machine, as simple as a primer, yet strong, durable, practical; and anyone can with practice easily write thirty-five words a minute. A Single-Case World costs \$10.00, a Double-Case World, which writes seventy-two characters, \$13.00. Live Agents Wanted. Address Typewriter Department, Pope Mfg. Co., Boston, New York, Chicago.



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THE Columbia Calendar for 1889, although on the same general lines as its predecessors, shows marked improvement. The leaves are not pasted, but sewed at the end, so that any leaf can be immediately turned to. The stand is made of pressed pulp, handsomely gilded, and practically indestructible. There is ample space for memoranda on each leaf, and there are 365 leaves. Although this is the fourth year of the Columbia Calendar, the matter contained upon the slips is fresh and new, and as usual gives much valuable suggestion on the whole broad field of cycling. The Calendar is sent by mail on receipt of twelve two cent stamps. Address Advertising Department, Pope Mfg. Co., Boston, Mass..



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**& BULLETIN.**   
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*BOSTON, 28 DECEMBER, 1888.*

Volume XVII'.  
Number 9.

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We claim, That the NEW RAPID CYCLES do not need any such tinsel ornaments.

We claim for the "New Rapid," a reputation as a solid bonafide Roadster, second to none.

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Articles on "Cycling in Chicago," "The Safety Bicycle," and a heap of interesting reading for wheelmen. Every League member should have it.

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We wish to call the attention of the public generally to our new improved VOLANT SAFETY, which we have been induced to prepare to place on the market for 1889 to fill a long-felt want for those who desire to ride and do not wish to stride a high wheel, and for those who wish to purchase a wheel which can be adjusted to fit the whole family from a rider of 44 to 58 inches, and still for those who desire a machine that can be adjusted to them as they grow.

The VOLANT combines features of merit which can readily be appreciated by all. Our walking lever motion enables us to bring the wheels much closer together, thus distributing the weight to better advantage, also making it much less sensitive to steer. It has Ball Bearings all around, runs light, and is strong and compact. We shall have them ready for delivery by Feb. 15th to March 1st. Retail price \$115.

*Descriptive Catalogue Feb. 1st.*

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## BICYCLING WORLD CO.,

No. 12 Pearl Street,

**BOSTON, - - - MASS.**

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TO OUR ADVERTISERS.  
Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.  
All checks and postals for advertising or subscriptions must be made to the order of the Bicycling World Co.  
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EDITORS:  
**C. W. FOURDRINIER.** **J. S. DEAN.**  
BOSTON, 28 DECEMBER, 1888.

FROM almost every quarter comes news of great club activity. This is especially true of all places, except of the extreme East and of Boston in particular. This city, once proud of its cycling clubs and their activity and prosperity, now finds that the city proper possesses not an active cycling club. 'Tis true, 'tis pity, and pity 'tis, 'tis true.

OUR appeal to wheelmen to agitate the matter of road improvement is bearing good fruit. While it is the duty of the cycling press to iterate and reiterate the necessity, convenience and economy of good roads, it is extremely desirable that the general press should be induced to array itself vigorously on the same side. Our advice is to write to your local papers and stimulate a popular demand for improved highways.

AN interesting and romantic tale of the late H. B. Smith, of Smithville, N. J., the manufacturer of the Star bicycle, is going the rounds of the press. Our readers will remember that he left his enormous fortune for the establishment and maintenance of a school for young mechanics. This will be contested, it is said, by a lady from Vermont who claims to be his wife, although not the one held out to the people of Smithville as the wife of the late H. B. Smith. Even in cycle circles we have our romances, though hitherto they have been confined to the tale of a handsome young man on a bicycle, a bad fall, pretty girl, nursing handsome young man, mutual love and grand wind up with tandem accompaniment.

WE await anxiously the outcome of the Stanley show, for we are informed that great strides will be made by the makers in safeties, both single and double. We are not disposed to quarrel with those who are confident of the future popularity of the ordinary, but we feel an equal confidence in the success of the rear driving safety and in its perfection we feel a deep interest, because it is, we are assured, to be the wheel of the people. The feeling of

interest in the tandem we find quite general, and look forward next season to seeing some most excellent productions. We have heard of but one maker who will not put a two-wheeled tandem on the market.

THE INCONSISTENT SIDEWALK RIDER.

UNDOUBTEDLY all the readers of this paper are acquainted with, or at least have heard of, that peculiar conglomeration of human inconsistencies of the genus Sus, who rides a bicycle. One time you will hear him engaged in a disquisition upon the rights of cyclers, and again you will see him exercising the qualities of his unfathomable incongruity. His instruments of torture are a bell and whistle, and above all his brazen countenance. The principal mode of self-gratification of this *non compos mentis* is to ride on the sidewalk as if pursued by the furies, at the same time ringing his bell or tooting his whistle, not only being the cause of discomfort to, but endangering the lives of the legitimate users of the walk. Another of the favorite pastimes of this interesting individual is sidewalk riding at night without a lamp.  
Again you see this mixture of discrepancies exerting himself to push his wheel through a crowd, when, by going only a few steps further, he could with half the trouble go round.  
This kind of rider, when he enters a town, not only injures himself but also his fellows in the sight of the public, not taking into consideration the incalculable wrong done the cyclers (if there be any) of that town.  
Oh! human nature, how inconsistent thou art. LEAGUE.  
[Yes, we all know him, and we hate and despise him. Arrest him, fine him, imprison him, and we who do believe in consistency will rejoice.—ED.]

THE SOUTH END WHEELMEN RECEIVE THEIR FRIENDS.

Two years ago the southern part of the city of Philadelphia witnessed the formation of a new club, which was christened by its half dozen originators, "South End Wheelmen," and last Tuesday evening the two-year old infant celebrated its second anniversary and also its housewarming in the new quarters, No. 1726 South Broad street, where its forty-three active and twenty-two associate members have found a home. About half past eight o'clock the club mounted their wheels and rode up Broad street to Dickinson, where they were met by the Mutual Band, under leadership of Prot. Ferrazzi, and headed by the musicians the procession moved down to the new club house amid a glare of red fire, Roman candles and rockets. The club house had been handsomely decorated for the occasion both without and within, and presented one blaze of light as the wheelmen rode up to the entrance, saluted by the cheers of the non-riding members and visitors. Among the latter were prominent representatives from nearly all the city clubs.

A CONCERT

was given by the band in the large meeting room on the second floor, and after the house had been inspected from the gymnasium on the third floor to the wheel room on the first, the guests and members were invited out to supper. For the responsibility of the finest supper I ever saw at the opening of a cycling club house thanks are due the following committee: Messrs. Jackson, Caryl, Young, Bradley and Edwards.

THE PRESENTATION OF THE MILEAGE MEDALS,

for greatest mileage during the year, was then made to the following members: Messrs. Edwards, 6474 miles; Draper, 3400; Dimon, 2071; Keim, 1971; Bradley, 1810; Bechtold, 1671; Caryl, 1040. E. J. Kolb was also awarded a handsome medal for his win of the club championship ten-mile road race in October, and Captain Bradley was presented with another beauty by his friend, George Caryl, club Secretary, as a memento of his one-mile championship, won by him at the State Fair.

Not content with the undoubted success they scored on Tuesday night, the club repeated it by tendering a

RECEPTION TO THE LADIES

on Wednesday evening, to which they invited their lady friends. Music and dancing were indulged in and refreshments were served to the fair guests, who pronounced wheeling in general, and club receptions in particular, a great success. Here's a health to the South End Wheelmen!  
Philadelphia, Dec. 23, '88.

THE Columbia Bicycle Club, of North Attleboro, Mass., have elected the following officers for the year 1889: President, F. J. Mills; Vice President, W. F. Swift; Secretary, T. E. Bell; Treasurer, C. F. Kurtz; Executive Committee, F. J. Mills, T. E. Bell, C. F. Kurtz, S. E. Lamphrey, and J. Platner.





## PENNSYLVANIA.

"ARIEL."

LAST Monday evening the South End Wheelmen, at their regular meeting, elected Captain J. J. Bradley as delegate to the Associated Cycling Clubs, in place of S. Jackson, Jr., who declined re-election. Mr. J. A. L. Edwards remains the other representative from that club.

If it were not for the fact that I do not care to invite said J. A. Lincoln Edwards, Secretary of the A. C. C., to sit down on me as he did on Mr. 3463, in the last issue of the *BI. WORLD* (it's rather unpleasant to be told you are "in the soup," you know), I should like to intimate that said A. C. C. do a little more next season toward promoting inter-club runs, etc., than they did this; but with the Association's feelings in view (likewise my own) I refrain.

READING is talking of holding the next State Division meet in that place on July 4th. Rather a long look ahead, but there is no reason why it should not be a go. The central location of the town would draw large delegations, thus ensuring its success.

THE new house of the Century Wheelmen is still an unsettled question. They at one time thought they had secured the house on the corner of Broad and Montgomery avenue, but the negotiations fell through and they are now talking of a property near Broad and Oxford. It is a question whether it would not pay them to build. Fifteen or sixteen thousand dollars is a large sum to put into a property that will have to be altered to suit the requirements of a wheeling club.

HARE and hounds is taking down here. Following the Thanksgiving Day run of the Centurions, the South End Wheelmen held one last Sunday. Messrs. McArdle and Wheeler were the hares, and that they were well selected is shown by the fact that they were not only not caught but only one of the hounds followed them over the entire course, which was described to me as a terror, being over railroad tracks, cross country lanes, and the kind of roads generally that prevail down toward the "Neck." Mr. Chas. Kolb, who followed them took six headers, while Mr. Wheeler took one, standing on his head in a manure pile. Some people will insist on choosing queer places for a dismount. The hares rode a total distance of 24 miles in 1 3/4 hours.

A CHANGE has taken place in trade circles here. Strong and Green have removed their place on Fifth street to Arch, above Seventh, and they certainly have, in their new quarters, the finest cycling storeroom in the city at present. A lot has been leased back of the store, which they purpose utilizing as a riding school. The firm is now the Strong & Green Cycle Co., a new man having gone into the business, whose name I am not allowed to reveal until after the first of the year.

ALTHOUGH we are verging toward midwinter riding still goes on. Captain Supplee took eighteen of the Pennsylvanias to Norristown last Sunday, and I rather imagine this is record for the season. The Centurions, South End and Mount Vernons were also out on the road. To-day I took a spin up the River drive, along the frozen banks of the Schuylkill, with the thermometer somewhere near ten above, and we are only hoping it may be thus all winter. No vaseline for us, yet, if you please.

KIRK BROWN and his new Psycho tandem came to grief this week. He was riding it round the public buildings, with a young man on the front seat, exhibiting the points of the machine, when the front fork broke near the head. Fortunately, the wheel held in or a moment or two, and a bad fall was averted.

CHIEF CONSUL JESSUP called a special meeting of the Board of Officers of the Division last Friday evening, and in response thereto a bare quorum materialized. Following were present: Messrs. Jessup, Hare, Burt, Tucker, Osborne, Lewis, Brown, Wells and Crowther. Mr. Jessup brought before the meeting a plan of dividing the State into districts, after the example of Massachusetts and New York, but the plan of elections for representatives from said districts was considered to involve so many difficulties that it was

finally dropped, after a full discussion. The following gentlemen were appointed a committee to make nominations for the election next season: Messrs. Osborne, Philadelphia; Trimmer, York; and Van Nort, Scranton. The meeting then took up the matter of the Road Book (Pennsylvania-New Jersey-Maryland), and after hearing from the printing house having the matter in charge it was decided that the book be issued not later than February or March, to be furnished to all members of the Division free and to the New Jersey and Maryland Divisions at 40 and 50 cents respectively, according to binding, for each member of said Divisions; a quantity to be also furnished to the trade and to other wheelmen, for which a retail price of \$2 per copy will be asked. The Secretary-Treasurer's report showed a balance in bank of some \$758, with about \$100 paid on account toward the printing of the book, so that the Division is somewhat flush. A motion was made and carried to have the rational delegates place Geo. A. Jessup in nomination for the Presidency of the L. A. W., this being the first official action on this subject.

A CIDER and doughnut party came off at the "Pennsy" house on Tuesday night, in honor of President Laing's re-election, which was greatly enjoyed by a large number of cyclers. Music and sparring filled out a very pleasant evening.

## NEW YORK.

"HAWKSHAW."

I VERILY believe that if a race was advertised to take place on the summit of the Brooklyn Bridge towers, that a large field of New York wheelmen would be found ready to start in the event, so great is their anxiety to risk their necks in any form of medal grabbing that might be proposed, no matter how unsuitable or dangerous the grab might be. When I saw the disgusting exhibition of men and machines that formed a cycling sandwich upon the track of Madison Square Garden on Saturday evening, I thought that here at least would be some gentlemen who would see the danger and consequent folly of attempting to do any form of in-door racing under the present system of Garden or Armory games, but I should have known better, I suppose. I might have known that the gentlemen in wheeling circles here, who are by courtesy termed "racing men," can no more resist competing in one of these events when some valueless bauble is the prize for which they risk their necks than a bull can remain lamb-like under the tantalization of a red bandanna. Like a Jack-in-the-box the same field of starters popped up at the games of the Twelfth Regiment on the following Monday. The track, some twelve laps to the mile, with a surface as smooth and as treacherous as ice, was crowded with these gallant exponents of grand and lofty tumbling. But why take up space here to narrate the result? It was the same old story, the same gentleman from Brooklyn who occupied the position of premier tumbler on Saturday night appeared in the same role on Monday, and nearly the same pyramid act was indulged in by those unlucky enough to be contesting with him. A young man borne upon the shoulders of his friends in an unconscious condition was the result, but what matters that? What difference does a few killed or wounded make to these racing gentlemen? Doesn't the winner get a ten dollar gold (?) medal, and isn't that compensation enough for danger, or even death itself? Maybe you don't think so, Mr. Editor, neither do I, but then these gentlemen would declare that we were old fogies, because we held such opinions and valued our necks at a greater price than a \$10 medal, and were therefore not fit judges of the glory of such bloody contests as these. Perhaps not. Why, Mr. Editor, you remember in our day we used to think of cycling as the very poetry of athletics! See how it is changed! These gentlemen are fast convincing the public that instead of being the poetry it is the Sullivan of athletics, i. e., "the champion knocker out." Alack! alas! that it should come to this. But it has.

WHAT a universal leveler cycling is! History once made Warwick a "king maker," but cycling has brought the proud Warwick down to being only a "common fellow" maker, and the highest honor it accords the name of Warwick is to attach it to a new pattern of bicycle.

A BRILLIANT writer, in a journal published somewhere or other in the wild, woolly and windy West, advises the editor of this paper to correct the writer of this column "with a great big club" for some utterances of mine that have not met with the approval of this same b. w. from the w. w. w. W. How sad it is to see such ignorance exposed in public print. Undoubtedly the editor of the journal upon which the aforementioned b. w. is employed has long since learned that upon the block-head of this b. w. nothing short of an imposing stone vigorously applied will make any impression, and at once, from his own experience, he comes to the conclusion that editors



correct the errors of their writers here in the East on the same plan, and advises the use of a "great big club," doubtless thinking in his mild and idiotic way that this would be a more polite, because less deadly way, than the use of the imposing stone which he is acquainted with. Some day when this b. w. has nothing else to do if he will just take a day off, and write a treatise on what he knows about running a paper, which at the utmost oughtn't to take up over a very small page of letter paper, and will kindly send a copy to the editor of this paper and myself, we will both, I am sure, in the future endeavor to improve upon our present crude form of journalistic endeavor, and in days to come perhaps we, too, may learn like our friend, the b. w. in the w. w. w. W., to more fully appreciate the use of the "great big club" as a factor in journalism. In days of old the wise men came from the East, especially around Christmas time, but no longer is that so, for it is from the West that they now swoop down upon us, and thus another error of the past is corrected by the wisdom of the present.

Now has come the season of the year, "the saddest of them all," when ye back country wheel correspondent is no longer able to cajole the editor into the belief that the entire cycling world is waiting with breathless expectancy for the arrival of the paper which prints his soul destroying wheel notes, wherein appears the startling news that "Sam has got a new oil can, and it's a dandy," or "Bugle Low opened a jack-pot at the club the other evening, and lost seventeen cents and a monkey wrench by attempting to bluff out on a pair of Jacks against a full hand," or something else of the same kind. So lacking this material for his notes, owing to the closing up of the riding season, he plumes his wings for a loftier literary flight, and thinking that no one else has read the "quick or you're dead," he allows his gigantic brain to bring forth something like this: "Now swirl me swift from the surging spring. I'm weary of cold and wind; the gruesome graik of the jabberwock comes jummering to my mind; the feeble song of the spotsome frog comes solemnwise soughing slow, and again I hear, by the bournful birch, in the swailing swirl of the soughful wind, as the gust goes glooming by, the weird wail of the wheelmen wild, as he lays his wheel away." And the next week's issue of the *Bungtown Starter*, contains a notice among its social notes, just beneath the one wherein its readers are informed that Squire Jones has painted his new barn red, something like the following: "Willie Wheeler, the son of our esteemed fellow townsman, Col. George Washington Wheeler, is a well-known light in the literary world, and has refused several tempting offers to dispose of some of his literary products. We append one taken from the well-known journal, the *Wheeler's Wheel*, etc., etc.," and then will follow an extract from the wonderful Willie's efforts. Such is fame in backwoods life, and such is the pain that we who read wheel papers or write for them, must be afflicted with. Oh Lord!

#### DENVER.

##### "OCCASIONAL."

tion of the programme.

The latest remark at the club rooms, "Who is 'Occasional'?"

WHEELMEN of this city are already talking of a spring meet; it is not a bit too early, either.

IN the November *Sports Afield* the Ramblers again remind the Social Club of their challenge, "open to any club west of the Missouri." What is the matter, Socials, does mere talk frighten you?

IN the Ramblers' club rooms there is a mark on the wall (about four feet from the floor) said to be one mile above sea level. Boys, think of it; riding hills over a mile above those of your Eastern States. How do you think your wind would affect you?

"HOD" KENNEDY is on the lookout for the "chump" (as he calls his expected victim) that wrote the B. WORLD for information as to his (Kennedy's) eligibility to the L. A. W. Mr. Kennedy has his "guying" gun well loaded, and I caution Mr. "Wheelman of Denver" to lay low for the present.

WHEELMEN of the East, let me excite your envy. How many days during the winter can you call a run and have twenty-five wheelmen turn out with you, and then a little later to have the "other club" come along and swell the number to thirty-seven. The Socials on their run to Littleton last Sunday had the above number; twelve of them were Ramblers, however, who happened to run up against us.

#### ST. LOUIS.

##### "LINNEUS."

"What I would like to see," "Stone meet Windle." You took exceptions to this, and in your letter of Nov. 2 you state, "but hadn't you better have Percy try Lumsden again before going for the scalp of Windle?" Prof. Stone has about gotten tired of your bluffing, and early this week he placed the whole affair in the hands of C. C. Brewster, with instructions to challenge Lumsden. Brewster has written to Garden in the matter, and it behooves "Stroller" and the balance of the Windy City cyclists to "put up or shut up." Percy Stone says if the match is arranged it cannot come off before spring, and he would prefer to have the races run on the road, as we have no suitable track here; one race at Chicago and one at St. Louis, and in case of a tie, the run off to be held at Clarksville. The wheelmen here are all very anxious to have the race come off, and will all put their little pile on Stone.

GERRY JONES, "He pays the freight," ex-Chairman of the Racing Board, was in town Wednesday, and left on Thursday for Kansas City. Gerry does most of his riding now-a-days in a Columbus buggy.

I HEAR that President Lucas, of the Cycle Club, has entered into negotiations with a well-known capitalist, looking towards building a cycle track somewhat nearer town than the Fair Grounds. He refuses to divulge anything as yet, but states that if the track is built the credit belongs to the Cycle Club.

SPEAKING to Willi Brown a few evenings ago the question was broached of having him ask Street Commissioner Burnet to appoint a wheelman to act as Street Inspector without pay. He thought favorably of the scheme, and thinks that if a wheelman is found who is willing to serve, he could have him appointed. Who will act as such?

R. A. NEILSON is arranging a cycle race meet to be held at Hot Springs on Christmas Day, and a poster at the agency announces in big black letters that "the fastest men in the world will compete." He has Percy Stone down for the amateur events, but Percy says he will not attend unless he receives a check covering all expenses. [Nice amateurism.—ED.]

A LOCAL sheet called the *Real Estate Bulletin* devotes two and one half columns of space to an article in which it extols the virtues (?) of our granite pavement, and says Mr. Burnet will make the mistake of his life if he adopts brick instead. Cyclers would gladly welcome the change, as our present down-town paving is becoming poorer every year.

MISSOURI is not to be placed in the category of States whose Chief Consuls have as yet not sent for the road improvement pamphlets, as nearly 200 of them have been mailed to all parts of the State to each Road Commissioner or Surveyor. In connection with the pamphlet a circular asking for road information and names of cyclists was sent out, and answers are beginning to come in giving the required information and complimentary to the leaflet.

NOTICING that your correspondents are bringing on their candidates for President, I would ask, "What's the matter with Doctor Emery?" Any one who was present at the officers' meeting at Baltimore and heard his debate on the constitution, which completely knocked out the "Great Objector," could not help being favorably impressed with the man. Dr. Emery has served the League long and well, and in my opinion would run a good race for the position.

THE Division has not increased its membership this year, and is still six members behind last year's figures. With the great increase of riders this would seem inexplicable, and the explanation is to be found in the words "too few workers." Up to last September the city was practically without a local Consul, and nobody seemed to bother himself about recruits. This condition of affairs has also held sway at other places in the State. There is absolutely no reason why Missouri should not have had 400 members.

HAL GREENWOOD tells a good story on the Cycle Club. It seems that when the club leased their present quarters their landlord had been greatly annoyed by a neighbor, who, wishing to buy the property, had frightened off all prospective tenants by stating that the house was haunted. Now whenever the rent is paid the owner blandly asks, "are you still making enough noise to keep the spirits out? if not, be sure to make all you can." It is needless to say the boys need not to be told this twice, and whenever shoe is raised they are simply living up to their contract to knock the spirits out.



STROLLING round to the agency last Wednesday, hungry for news, I had the pleasure of meeting "Senator" Morgan, who had just arrived from the South. He states the tournaments at both Columbus and Augusta were fairly successful and that he is on the way to California to see how the land lies for giving a big tournament at Frisco. The "Senator" impressed me as being a man of snap and vigor as far as cycle racing is concerned, and if it were not for that R.-T. affair he would be differently regarded by all. He will be back East to attend the Chicago tournament in May, and says St. Louis ought to make use of the opportunity and give a race meet following the Chicago affair, as all the best men in the country could then be brought here.

S. C. NEWMAN won the Missouri's mileage cup this year by riding 5003 miles; he will evidently not try to win it for another season, as he says "a cyclist who rides for pleasure as well as for health is overdoing the matter if he passes the 3000 mile limit in a season of eight months. A person of strong constitution may not be permanently injured by a 5000-mile ride in one season, and will soon attain his normal condition, he has done himself no good in a physical way, and it is safe to say that not one in a hundred will repeat the performance. Long distance riding has a tendency to disgust the rider with the sport, simply because it removes it from the realms of pleasure and healthful exercise into the commonplace regions of work, and this, too, makes me doubt the reports of cyclists doing from five to seven thousand miles season after season. Ride 5000 miles in a season, and after spending all your spare time, formerly devoted to society, reading and other pleasures, on a wheel, consider if you care to repeat the performance—ten to one you won't."

#### KANSAS CITY.

##### "MENTOR."

THE United Wheelmen are now located in their new quarters at 1117 Broadway, and the club house is a bijou in interior appearance, and will compare favorably with any club in the country. The prosperity of the club is due nearly entirely to L. S. C. Ladish, the club's President, whose untiring energy has placed it on its present substantial basis. The house has been fully described in these columns, but the members were surprised at the luxuriousness of the house. The rooms are all beautifully furnished. The papers have been filled with descriptions of the club's house, and the general public has become more or less interested in the club.

"OCCASIONAL," your Denver correspondent, has now come out of the gloomful gloom long enough to remark that the jump-pedal mount is a chestnut vintage of '49. We herewith tender him our distinguished consideration and ask to excuse us for living.

"SENATOR" MORGAN, your special correspondent, was in the city today (19th) en route for Frisco. The "Senator" has a host of friends here and they were glad to see him. He called at the United Wheelmen's club and entertained a circle of the boys with his many reminiscences of the path. He left here for Omaha.

YOUR correspondent learns from a highly reliable source that it was the intention next year to elect Chas. H. Luscomb President of the League, his circular letter to the New York Division members, however, has "cooked his goose," so to speak, and that J. R. Dunn will be nominated in his stead. This information is given for what it is worth, but it is entirely reliable.

BOD HOLMES, of St. Louis, Chairman of the Missouri Touring Board, had occasion to write to Marshall, Mo., to get the names of wheelmen there, for the purpose of securing them as League members. Bob's letter of inquiry found its way into a wag's hands and the latter sent a list of fourteen men, who did not ride bicycles, and were burdened with adipose tissue from 200 to 300 pounds.

HARRY G. STUART, who leaves this evening for Los Angeles, Cal., where he has accepted a position on the Los Angeles Times, was tendered a banquet on Sunday evening at the Coates House. The affair was an enjoyable success. The menu was elaborate. Dr. Henderson made a neat address, testifying to Mr. Stuart's work for bicycling. Although not a speaker Mr. Stuart replied in a few words. President Ladish also spoke at length of Mr. Stuart, and his connection with bicycling in Kansas City. At a late hour the members returned to the club rooms and a reception was held. Mr. Stuart left the next morning for a trip into Missouri, returning Wednesday. He will reach his new home on Christmas morning.

W. C. BRADLEY, of Ottawa, Chief Consul of Kansas, was in the city last week, and called at the United Wheelmen's club house. Mr. Bradley is arranging for the fourth annual Kansas Division meet at Ottawa, in June. The races will be held in Forest Park and wheelmen will camp out on the grounds. There are a number of large

buildings where entertainments can be held. The buildings and grounds are illuminated with electric lights. Camping out will prove a pleasing innovation. This meet promises to draw a bigger attendance of wheelmen than any previous; \$1,000 in prizes will be offered contestants. Mr. Bradley is now trying to secure a national championship to be run off there. The track is without doubt the finest in the State. It is fifty feet in width, sixty on homestretch. The track is surrounded with trees which makes it shady and cut off the wind.

#### MINNEAPOLIS.

##### "WHISKERS."

THE weather for the past two months has been all that could be desired, and the roads are as smooth and hard as marble. The result is that one sees hundreds of cyclists daily in a short ride around the city. A few of these popular resorts are Lakes Harriett, Calhoun, Cedar, Como and White Bear. Then there is Minnehaha Falls and Fort Snelling, around which the scenery is perfectly grand. So, gentlemen, if any of you have any intention of paying a visit to the Northwest during the summer months, do not fail to bring your wheels, and some of us will try and make your visit pleasant.

AMONG the best riders in town the speedy are E. A. Savage, J. R. Stockdale, Colie Bell, E. J. Hale, Henry Lackor and Chas. Barwick. The first three are evenly matched and have had some very interesting brushes.

THERE are about one thousand wheelmen here and I am very sorry to see such a light League membership. On making enquiries I find there has never been any one who took an interest in the League and did the necessary missionary work. There is really no active club here, though the Minneapolis Bi. Club claims to be, but it is more dead than alive. This is a mystery, as there is plenty of good material.

I HAVE long been an admirer of J. Purvis-Bruce as a writer, but have never had the pleasure of meeting the gentleman. Learning that he once resided here I started to find out what kind of a fellow he is. The first person approached was Chas. Barwick, who said he knew Bruce very well. "But," said he, "if you want to find out anything about him go and see the cow boy." "And for Heaven's sake who is the cow boy?" "Oh," said he, laughing, "that is Jim Stockdale. We call him the cow boy because he went South on a cattle ranch last winter and in the spring blew into town in a hat that would take a man three days to ride around. He and Bruce were like unto 'Damon and Pythias.' You will find him at Sam Morton's sporting goods store." So thither I went, and on enquiring for Mr. Stockdale, a gentleman in the rear of the store, his feet cocked on a desk, silk hat on one side, and smoking a cigar as contentedly as if he "owned the earth" was pointed out. "Know Bruce?" said he. "Well, I 'should smile.' Why, partner, he was the whitest man that ever struck this camp." So we sat down and had a talk, and if Mr. Purvis-Bruce is half the man that Stockdale paints him, all I have to say is that I long for the day when I may meet him.

#### KENTUCKY TIPS.

##### "BOURBON."

WHAT'S the matter with Kentucky. We wish to assure the readers of the WORLD that she is "all right." Like the intrepid Stanley, not having been heard from for so long, a suspicion may be entertained that all was not right. But we are still with you, Mr. Editor, and hereafter you may bet on us for a place.

LOUISVILLE has a promising club now, an infant as yet, but four months old: two as promising children have gone before, gathered in by the cycle of the great reaper. Phoenix-like we have risen from their ashes, and we hope to gather a spring harvest of new members. Out of two hundred riders in this city, we have as yet secured a membership of but twenty-seven active members.

THERE are always men in all classes who stand aloof and let the workers put an undertaking upon its feet, and when success is assured, they flock to the standard to enjoy the benefits. It has been truly said that the lazy men get the best of everything.

I AGREE with "Hawkshaw" in what he says in support of the "social element" in clubs. We believe in the "social element," and while we are biding our time until we get a club room, we are accepting invitations to the homes of our members, where good fellowship and other good things rule the hour.

THE twenty mile road race, fixed for Thanksgiving Day, was postponed. Six entries were from Covington and the Kenton boys were quite confident of "plucking" our best spurters. They will



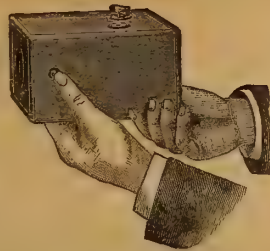


This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 144 and 146 Greenwich street, New York.

THE BICYCLING WORLD (established 1879.) The leading cycling paper of America; employs the best writers on cycling subjects, and makes a specialty of practical articles relating to cycling. All the news, carefully edited and given with dispatch. One Dollar a year.

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Price, \$25.00.

THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and pressing a button.

One Hundred instantaneous views may be made without reloading, and a knowledge of photography is unnecessary. The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

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Send for copy of Kodak Primer, containing Kodak photograph.

**The EASTMAN DRY PLATE AND FILM CO.  
ROCHESTER, N. Y.**

have an opportunity to try at the Division meet in April at Danville, when the postponed road race will be run off.

CHIEF CONSUL CRONINGER, of the Kenton Wheel Club, is now engaged upon a new road book and map, which will be issued in the spring. He is putting his club through a course of winter training, to be ready to "do us" when the season opens.

A REPORT comes from that quarter, that recently the club made an 80-mile run just for a little exercise, during the last two hours of which they made 28 miles. Please pass the salt.

We have received copies of the circular on road making, issued by the League. A very excellent and well written article. It was published in a condensed form in the *Courier Journal* of last Sunday, which will give it wide distribution.

LOUISVILLE has voted a million and a half dollars for street improvements, and during the next year our wheeling territory within the city will be considerably extended, and many new riders may be expected to join our already quite respectable army.

### NEWS

### AND COMMENT.

A MEETING of the Boston Athletic Association will be held on Saturday, December 29th, at 8.15 P. M. in the gymnasium of the Club House on Exeter street, at which the Building Committee will turn the House over to the Association. On Monday and Tuesday, January 7th and 8th, the Club House will be open from 12 M. to 5 P. M. to ladies or gentlemen accompanied by members or presenting a card or order of any member. We understand that the limit of 1200 members which is full will be increased to 1500.

THE Rochester Club banquetted on the 20th.

THE Berkshire County Wheelmen dance in masks January 9th.

THE South End Wheelmen of Philadelphia have opened a new club house.

W. F. MURPHY of the K. C. W. has ridden 8,026 miles this season. A good record.

FRED CONINGSBY is to try to break the Eagle Rock Hill record on a Victor bicycle.

We welcome the Eagle Bicycle Co. of Stamford, Conn., among our American makers.

OUR Xmas present to ex-Chief Consul Hayes is a fan and fig leaf, express paid to Brazil.

THE Louisville *Commercial* publishes an alleged portrait of Mr. R. D. Garden of Chicago.

We can recommend winter wheeling, even in our Northern States, as most exhilarating fun.

THE man who said "leaders are but few, but followers go in flocks," never tried to run a bicycle club.

MR. GEORGE W. PRESSEY, the inventor of the Star has been elected President of the Hammonton Board of Trade.

MR. PRIAL denies that he is going into the sporting goods business with one W. Halpin, so the Brooklyn *Citizen* says.

We learn that the Universal Cycle Club had a "razzle dazzle stag racket" last night. We wonder how the members feel this morning.

OUR Cycling press men seem to lean towards the trade, and it is reported that John A. Wells is to become a member of the Strong & Green Cycle Company.

A CORRESPONDENT writes, complaining of extreme low handles as a fruitful cause of the so called bicycle back, and urges all manufacturers to give their customers a choice.

MISS PAULINE HALL continues her conquests of the hearts of wheelmen. The Pennsylvania Club have presented her with a handsome badge. She seems to have a walk-over in her particular line.

We have, in the course of our cycling experience, ridden over snow and ice upon every class of cycle. We should think the device advertised elsewhere would prove very successful and add much to the efficiency of the cycle as a carriage on slippery surfaces.

AN eight-hour bicycle race between women for the championship of America and \$500, as the Palace rink Christmas, was won by Miss Lottie Stanley, who made 80 miles, to 78 by Jennie Wood, 64 by Annie Hardy, 59 by Lulu Hart and 43 by Clara Baldwin.

"SENATOR" MORGAN is working the Southern press in his usual efficient manner. In the Augusta *Chronicle* the stock cuts of Rowe and Woodside do duty in an article where they are not mentioned. The "Senator" still claims to be long-distance champion of America.

THE "Pathfinder" furnishes a full account of the recent celebration of the San Francisco Bicycle Club's "tin wedding." Space forbids us producing his account in full. Messrs. C. A. McDonald, B. C. Austin Jr., Thomas S. Cobden, H. A. Mathews and others contributed to the entertainment of the ladies and gentlemen present. The San Francisco Club is, next to the Boston Club, the oldest Wheel Club in the country and we are pleased to learn from the "Pathfinder" that with all its ten years it is more prosperous than ever and has the handsomest, and largest cycle club rooms on the Pacific Coast.

L. A. W. 17,561 writes: "Now that the riding season is over, the average club man hangs around the store and seeks for some pleasant way of passing away the wild and wooley winter hours. A new idea in the cycling line has been brought out by several of the lovers of the sport here. The 'idea' is to see how many times and how fast a dinkey (safety) can be ridden around a circle within a space ten feet square. Mr. Jacob Jackson and his Veloce have succeeded in placing the record (as a starter) at 200 times without a dismount. The phrase 'miss and out' must be slightly changed to apply to this branch of cycling to 'outside and out.' The circles must be made inside the lines or no go. Now let us see what some of the pushers of the rear driver can do. When they become expert enough, perhaps the space might be cut down to 9 feet square, etc. As 'Jakie' went something over a mile in making his ride, we could perhaps get some records for this style, say for 1-4, 1-2, and 1 mile, no 50 mile records wanted. Then again, the space can be enlarged to suit ordinaries. It's lots of fun—for the spectators, so try it.

TEMPLE writes a letter to *Bi. News*, recapitulating what is already history in this country, in re the greatest Barney ever perpetrated on the cycling public. We take extracts from that paper, commenting on Temple's letter. \* \* \* \* Temple's letter explains itself on many points, but there is only one which we propose to touch on, and that is the assertion of Mr. Woodside that all Temple's victories were arranged. Temple's pertinent question practically answers this charge. He asks: 'Why, if the races were arranged for me, were they not arranged for Woodside and Rowe?' We know that they were not so arranged, and there's an end of it. Again, Temple did many excellent performances under the eye of amateur officials, and on watches above suspicion. The record of the little man's performances are not confined to the professional



San Francisco, November 5th, 1888.

The Coventry Machinists' Co., Ltd., Boston, Mass.:

Gentlemen—As the year is drawing to a close perhaps you would be interested in knowing how the "SWIFT" has fared in this section as compared with other Safeties. To be brief, there are more "SWIFTS" in use here than any other make of Safety. We have not taken a single "ordinary," or any other kind of machine in exchange, as part payment, for a SWIFT during the season. Not a single SWIFT after leaving our hands has to our knowledge been exchanged for other make of safety or sold to a third party. There is not a second-hand "SWIFT" for sale or exchange. And finally, from present indications there will be more "SWIFTS" sold here during the coming season than any two other makes of safeties.

Yours very truly,

(Signed)

DEVANY, HOPKINS & CO.

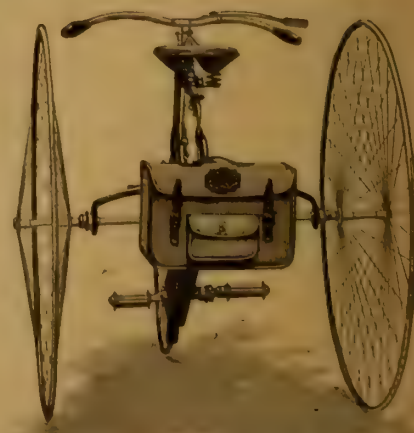


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DESIGNS ON APPLICATION.

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TRICYCLING FOR LADIES. By Miss F. J. Erskine. "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." 25 cents. For sale by Bicycling World Co., 12 Pearl St., Boston.

Postage stamps not received in payment.

TWO PILGRIMS' PROGRESS, "From Fair Florence to the Eternal City of Rome—Delivered under the Similitude of a Ride, wherein is Discovered the manner of their fettering out, their dangerous journey and safe arrival at the Desired City." By Joseph and Elizabeth Pennell. A delightful book of travels on a tandem, and containing nearly 200 pages of letter press by Mrs. Pennell, and numerous illustrations from the pencil of Jo Pennell. The book is elegantly bound, and is an ornament to any table or library. Price, \$1.60, post paid.

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track. He appeared at amateur meetings and tournaments, and the best of our amateur authorities officiated. It is ridiculous to tell us that Ralph Temple is a waster and a fraud. We believe that for his size and weight no better or faster man ever sat upon a bicycle. We further believe that all the important races which he ran over here were *bona fide*. He has but one fault, and that is, he rides an English bicycle. This one fact seems to have snuffed out all the patriotic pride which we fancied would have bubbled out when a native-born Chicagoan held his own manfully against all comers. The nation which annually imports a selection of English amateur athletes to send them back within a few months as "Americans" to compete in English championships, might have been expected to rejoice over native talent, but far from it; with some honorable exceptions, the only American of the American team has not received even fair play in America. We are sorry for the little man. The agreement for the "barney" was in the handwriting of Rowe's trainer. Temple slaughtered Rowe in every practice spin in England until Morgan requested him to let him beat him; and with both men fit and well, we would stand Temple to win every race of a similar series, and we hope he will go to win every time if another set of matches can be arranged next season." [We think *Bi. News* is wrong in ascribing Temple's treatment to the fact that he rode an English wheel—that is bosh. We further would correct *Bi. News* by stating that the three "articles of agreement" were one each in the handwriting of Morgan, Alley and another party to the fake—Ed.]

#### HOW THE MARYLANDS "DEFENDED THE CUP."

It's a fine old League Club—God bless 'em, every one. Loyal? Yes, loyal to the heart's backbone. They are League clear through. A little exclusive to be sure, but with a warm, comfortable wrapping around the cockles of the heart that bursts open and gathers in its petals every wheelman that appeals by honesty and respectability. And don't you make any very gigantic mistake either for it is *devoted* to wheeling with an enormously big, big D. Truly it has its social features and very delightful they are too, but the members are not effeminate dudes. Oh, no—these same clever chaps who don dress suits as occasion requires and are pinks of propriety *in* propriety, are athletic men early in the morning or the night after a club german. No, they are not "toughs," but they can do some tough riding nevertheless.

The dear old Maryland Club. You were told in charming simplicity of one of its late annual "Bushwhackers' Meets," and now you shall learn how it "defended the cup." The citizens' cup was subscribed a year ago and won by the Marylands, when such crack riders as Jerry and John Lord, Dick Whittingham, Kemp Bartlett, Ned LeCato, Sam Shriver and others could make it a foregone conclusion. But to-day, Jerry is a dignified M. D., John is doing the country across the pond, Dick is with the Hoes in New York, Kemp has taken unto himself a charming little helpmeet, Sam has gathered icicles in the harvest of life and left us, and none of the fleet flyers remained but Ned—dear, old, faithful Ned—whose loyalty is proverbial and whose heart is as a child's. You must know the cup had to be defended for two years before it could become the property of the club.

October rolled around, the month in which the contest must be made, with scarce a thought of preparation. The leaves were beginning to fall, and so were the hopes of the club members. Enough interest was not manifested to get up a team of defenders. The men were doing plenty of road riding but were disinclined to the restricted regimen necessary to proper training. Something must be done. At last, at one of the regular club meetings the topic of defending the cup was alluded to. One charming old frost-bitten chestnut, with skin wrinkled by many a severe winter, and kernal kiln-dried by the hot blasts from the furnace of *dolce far niente*, and one distinguished for an arousing oratory which has long burned its way to conviction in the councils of the League as well at the club forum, arose, and with silver tongued eloquence burnished with the liquid gold of earnestness, addressed us thus:

Said Sam, in a climax of peroration, after an appeal, "fellow members, fraternal brothers, my heart sheds molten tears of crimson vital fluid at this apathy in the once great King of Clubs" (evidently Sam didn't have his mind on his number, but did have it on the last evening's little gathering of Knights of the Round Table). "Can it be that the grand old Maryland Club, with a full house and a full hand, will faint heartedly lay it down to a despicable little bob-tail bluff? Are ye braves with women's hearts? Why has this apathy stolen silent, unseen, but not unfelt, into our wigwam" (Sam had just been a witness of the wild-west show)? "AROUSE YE, and buckle on the armor of defense against the assaults for club supremacy and kick out a brilliant victory on the pedals of white-winged Mercury" (Sam gets a little mixed in metaphor). "Are ye men or are ye women? As for me, give me the cup or give me the

chalice. I would rather be a door-keeper in the House of Representatives, and exist on cold tea, dipped with a congealed ladle from the frozen depths of the Polar regions of despair, than to dwell in the innocuous atmosphere of an Irish Turk's bath. Hear me, ye apathists! I, Sam—Sam, the slumberer—Sam, the sacred shrimp in the lagoon of idleness—I, I, who love the small vices so dearly. I, who so devoutly court morpheus on the couch of splendor. I, who delight to sip the nectar of the gods from the exhilarating cup of Bacchus. I, who somnolently inhale the perfume of the fragrant Havanna under mine own vine and fig tree. I, Sam, the marital exquisite, will from this period of my normal precocity, arouse me and appear upon the arena of the amphitheatre encircling the Druid's fair lake, and will there greet the first warm smiles of the monarch of the day with severe athletic training, and press on, on, on to victory, or take a header into the lake with all the fellow scorchers who will join me."

Sam sat down exhausted by enthusiasm superinduced by his own sentiments, and the members were affected to tears—copious tears, which fell on the floor with a dull thud, similar to Niagara's cataract. Mose wept, Harry wept, Ira wept, John Fahne, Pete, Billy, in fact all wept, and Jim Wilkinson wept phonetically. Needless to say this glowing appeal had its effect—all the boys were "one the lake" but Sam.

After the janitor had mopped up the saline floods, Captain Ned began to look around him for material for the team. It was not promising, because unknown. That which *was* known to be promising was from various causes unavailable. One had taken unto himself a wife. Another had to bury a hatchet. Another couldn't get up early. Another couldn't spare time from business, and so it went on. But don't you ever begin to believe that the club's resources were exhausted. Our Ned don't give up so easily as that. The nursery and the cemetery was left, and Ned ransacked them. From one cradle he pulled out Oscar, and from one simple grave, without adornment, he resurrected "Old Jerry." Oscar was given some antelope's milk to make him talk faster, and Old Jerry was galvanized into a pretty lively corpse by the electric taffy, which flowed in honied words from Ned's honied tongue. Then Ned stuck in his thumb and pulled out a plum, and the fruit was Billy Hall. Again, Ned extended his digit into the dough and fished out a "chaser," and the cracker was Billy Beatty. Billy is not called a chaser because he is particularly chaste, but for the reason that he chased out the funds for the late League meet.

Ned gathered together this little Spartan band and looked them over. Oscar volunteered the information that he "d-i-d-n't k-n-o-w a-s-h-e-c-o-u-l-d r-u-n v-e-r-y f-a-s-t, b-u-t h-e w-o-u-l-d t-r-y a-n-d g-e-t i-n f-r-o-n-t o-f s-o-m-e o-f t-h-e o-t-h-e-r f-e-l-l-o-w-s a-n-d f-a-l-l d-o-w-n." Oscar afterward practiced this little racket in training, but somehow he lost the combination, skinned his own nose and gave up the jockeying feat in disgust. Ned made the team a neat little speech. Said he: "Oscar, you must practice pedaling faster than you talk. Dear Old Jerry, you antiquated old tombstone, you have held your breath so long in your narrow home that you ought to have a great deal of wind to spare. Billy Beatty, in the name of the seven Sirens, do keep your hash hopper closed and chase something. Billy Hall, you got the cup and got us into trouble; now you kick us out of it. As for me, I hold three aces, Crist, Brown and Barber, and it's a pretty good hand to bluff on."

No one understood that little reference of Ned's, but afterward it was found that Ned had learned that the other clubs had been scared into not entering teams because they had heard that the Washington cracks, Crist, Brown and Barber, had made application to join the Maryland Club, and the clubs took it for granted these flyers would be entered for the cup. Ned's diplomacy consisted merely in keeping silence, neither affirming nor contradicting their impressions until he had his own men well under training. Crist, Brown and Barber were members of the Maryland Club, and they will carry Maryland's name to the front in many a team race about the country, but a scrub team is always good enough to defend the cup when drilled by such an able general as Captain Ned LeCato.

Well, the race "came off" October 10—ten miles around Druid Lake. Four clubs entered teams of five each. The clubs were Maryland, Baltimore, Rambler and Centaur.

Ned briefly exhorted his noble army of defenders thusly: "Young men, old men, scrub men, lend me your ears. You have before you a herculean task. You have been called from the cradle and the grave, from the shop and from the sanctuary, to defend the cup, and the eyes of the Maryland Club are upon you. Billy Hall, you carpet the way. Old Jerry—you darling old mummy—you shake the wrinkled kinks out of those dilapidated old legs, and strike a paral-lelogram for the tape. Billy Beatty, you capture the whole bakery, and Oscar will insure us the victory. I have spoken. Let us be on."

Old Jerry was carefully lifted on to his wheel, and the galvanized



mechanism manipulated, which kept his jerky old legs in motion, and pushed off with a shove that would have kept him going to all eternity had not Bob Unduch fired a bundle of old clothes at him just as he crossed the tape at the finish on the last lap. The aim was fair, and withal a pretty good shot, considering that Bob had not had much practice shooting at galvanized corpses on the wing. Old Jerry came down with a crash—but with the five points necessary to win—where he lay with those miserable old legs mechanically kicking those jerky old kicks until the combination was unsprung and the parboiled specimen of antiquity liberated.

The victors gathered Old Jerry up, patted him together, and have put him in the club cabinet of curios for future use, but President Mose first spread a banquet at the club house, where wine flowed like water.

And that, God bless them, is how the Marylands defended the cap.

OLD JERRY.

#### RESPECTS TO MR. "OCCASIONAL."

WHEN one is asked a direct question, through the columns of the BICYCLING WORLD you of course allow space for him to answer it?

It is very queer that the Denver Ramblers are "occasional"-ly criticised by outsiders, who do not seem to be entirely satisfied with the club's actions.

Last year the "WORLD" commented on our ten mile an hour clause (as we call it) saying "the Denver Ramblers have a clause in their by-laws which debar wheelmen who cannot maintain a gait of ten miles an hour" (or words to that effect). Ramblers, indeed! the idea of rambling at the rate of ten miles an hour; nothing was said by us either in conformation or denial. Now, astonishing as it may seem, the Ramblers nearly always ride at the rate of ten or eleven miles, although there is nothing in the by-laws prohibiting the admission of a three mile an hour man should he desire to enter. Ten miles an hour is not considered fast out here, as several prominent Eastern Wheelmen whom we have met can testify. The above explanation may be interesting to those who asked some of our members at the Buffalo tournament regarding our "ten mile an hour clause."

The most laughable criticism, is by "Occasional" in the WORLD of December 7th, and were it not that he makes a pointed inquiry, would be met in silence.

If he can convince us that he is not a member of the social club, we forgive him. In any event he has a cordial invitation to attend one of our short thirty or forty mile "follow-the-leader runs" and if he succeeds in finishing we will give him the credit he would deserve for being above the average rider. For it is a positive fact that there are not over a dozen riders in Denver who could have finished the run, mentioned by him without walking at least fifteen miles of the course.

As to the hound-deer chases, they were both experimental and in both cases the course was unavoidably shortened by accidents.

My dear "Occasional" our record of fifty thousand miles on club runs was not made in town.

"ONE OF THE BOYS."

Denver, Col.

#### NATIONAL CYCLISTS' UNION OF ENGLAND.

THE Records Committee have accepted the following claims to path records:

##### BICYCLE.

J. H. Adams, Lewisham B. C., at Crystal Palace, on August 22d.

| MILES. | H. M. S.    | MILES. | H. M. S.    |
|--------|-------------|--------|-------------|
| 26     | 1 20 49 3-5 | 33     | 1 43 51 1-5 |
| 27     | 1 24 4 4-5  | 51     | 2 47 21 3-5 |
| 28     | 1 27 18 1-5 | 52     | 2 51 4 1-5  |
| 29     | 1 30 31 2-5 | 53     | 2 54 47     |
| 30     | 1 33 47 2-5 | 54     | 2 58 38 2-5 |
| 31     | 1 37 12 2-5 | 55     | 3 2 33 4-5  |
| 32     | 1 40 34     |        |             |

##### TRICYCLE.

S. F. Edge, Anerly B. C., at Coventry, June 11th.

| MILES. | H. M. S.   | MILES. | H. M. S.    |
|--------|------------|--------|-------------|
| 21     | 1 3 14 4-5 | 24     | 1 12 38     |
| 22     | 1 6 21 2-5 | 25     | 1 15 44 3-5 |
| 23     | 1 9 28 4-5 |        |             |

#### ROAD RECORDS ASSOCIATION OF ENGLAND.

A COMMITTEE meeting was held at 14 High Holborn, on Friday evening, the 23d ult., when the following business was transacted, viz:

Mr. M. A. Holbein's claim for the 100-mile safety record, 6h. 20m. 26s., made 20th August last, was allowed.

Mr. G. P. Mills' claim for the 12-hour tricycle record, 147 miles, made on 12th October last, was allowed.

The consideration of Mr. P. A. Nix's claim (299 miles) for the 24-hour bicycle record was adjourned until next meeting.

#### A PILGRIMAGE FROM FRANKFURT TO BAYREUTH.

BY T. A. SPENCER.

(Continued.)

Our next stopping point was a little village twenty-four kilometres from Bayreuth. After resting there we jogged along easily. The enthusiastic natives call that part of the country the Franconian Switzerland. There were many abrupt knobs rising from the plateau, well covered with trees. These varied the monotony of the landscape, but did not strike us as particularly Swiss. We reached the crest of a hill overlooking Bayreuth at about 11 o'clock, and stopped to spruce up a little generally, as we had a kind lady friend, a member of the Festival Company, who had arranged for our seats and lodgings. Both were essential precautions. Bayreuth is beautifully situated at the junction of three valleys and somewhat on a mountain side. The Festival play house could be immediately singled out standing out alone, further up on the mountain. It is called "das Richard Wagner Bühnenfest-Schauspielhaus," which in English means "the play house of the Richard Wagner Stage Festival. Riding into Bayreuth our first act was to procure our grips from the express office whither we had sent them ahead. Securing these we proceeded to our lodging house and donned non-cycling garb once more. After posting ourselves as to some of the points of interest, we strolled out. Our first turn brought us into the Richard Wagner street. This is about the most important street in the town, and contains Villa Wahnfried, Wagner's former home, the present residence of his widow and children. Further on it is continued as a beautiful avenue lined with majestic trees, which conducts one to a little inn once frequented by Jean Paul Richter, the poet. The Villa Wahnfried is almost completely hidden from view behind trees and thick shrubbery. It stands one or two hundred feet from the street. We found a way which led through the royal park to the final resting place of Wagner. During his life there was direct communication between his grounds and the park; thus, upon royal summons, he could reach the royal presence by the most direct route. Poor, demented King Louis of Bavaria was at least clear-headed in one direction, he appreciated Wagner's genius. He used his great wealth without stint in enabling Wagner to realize some of his ideals. The Munich citizens conceived a hearty dislike for Wagner, because he was seen so much in the King's company, and so much of the King's time and money were expended on "The Master" that it was thought the latter was gaining undue influence over the King and working harm to the State. The most energetic measures which lay in the power of the people were made to oust Wagner. At these evidences of what he regarded as the ingratitude and inappreciativeness of the Munich people, he shook the dust of Munich from his feet and retreated to Bayreuth. Here his greatest triumphs have been realized, and his masterful genius and his indomitable energy have enabled the world to enjoy the highest form of the music-drama.

Wagner's tomb lies in an idyllic spot. It is simplicity itself; a single polished granite slab, about six feet by ten, and inclined at a slight angle, covers his remains. Around in a circle, about thirty feet in diameter, are planted young trees and shrubbery, almost concealing the grounds and the rear of the villa. It is the ideal of a peaceful and beautiful resting place. There were several magnificent floral tributes resting on the slab when we were there.

The royal park and palace looked rather dilapidated, but the latter was used whenever royalty visited the town. There were numerous quaint and picturesque old structures scattered through various parts of Bayreuth. Just such as may be seen in many similar towns in Southern Germany.

At about 3 P. M. we turned our steps up the long incline leading to the play house. It had begun to rain, but already a steady stream of pedestrians and vehicles of all descriptions was on its way up the hill. Among the vehicles were the glittering equipages of the royalty and nobility, and through various degrees down to the tumble-down droschky. The house does not present a very imposing appearance. It is constructed substantially but of a style nondescript yet perfectly suited for the purposes for which Wagner intended it. The front half contains simply the auditorium, the rear half the stage and flies. The stage is square, and extends upward and downward a space equal to that seen by the spectator.

The first salvo of trumpets was heard from the front portico, and the audience at once began to fill the auditorium rapidly. It was a polyglot gathering, but all actuated by one motive. The majority stood, and the men kept their hats on. The auditorium is unique; the seats rise from the orchestra at an angle of about twenty-five



degrees, and they are arranged divergingly. There are no galleries; the architecture is severely simple. There are two tiers of boxes at the extreme rear. These contain the only upholstery there is in the building. The result is almost perfect acoustics. The capacity of the building is about 1500 people.

Suddenly the electric lights are completely extinguished, leaving the audience in nearly total darkness, there being a faint shimmer of light from the orchestra reflected from the ceiling above the stage. The orchestra is completely hidden from view, half of it under the stage and the remainder covered by an immense semi-circular sounding board, so that the orchestral music reaches the audience by reflection from the stage.

Naturally the audience seated itself at the disappearance of light, and waited in utter silence for the opening notes of the orchestra. I can only describe my feelings as those of awe. The consciousness of being surrounded by so many human beings, each one with all his senses concentrated into one, and waiting almost breathlessly for the beginning. At last the tones rose, long drawn, wonderfully sweet and majestic, soft at first, then gradually swelling until one was thrilled with its grandeur. The great curtain was finally drawn aside, and revealed a beautiful scene of early morning in the forest, with the castle containing the Holy Grail on a hill top in the distance. The story is founded partly on the deeds of the Knights of the Round Table, and partly upon certain occurrences in the life of Jesus Christ. The most remarkable scenes are that of the Chapel of the Grail, with all the knights assembled, and wonderful choruses coming from the heights above the stage. The change which led up to this was one of the most wonderful pieces of scene-shifting I ever witnessed. With lowered lights the scenery very slowly moved across the stage from right to left. Gradually one became aware of columns here and there among the blanks which had succeeded to the forest scene. These became more numerous and regular; suddenly a flood of light revealed the Chapel of the Grail. The next remarkable scene was that of the flower garden of "Klingsor," by means of whose beauty and that of the beautiful flower girls it is hoped that "Parsifal's" downfall will be accomplished, and thus the progress of the triumph of right over wrong be stayed. The flowers were of such huge dimensions as to make the performers look like pigmies.

(To be Continued.)

#### THE WHITE CYCLE CO.

VERY quietly, but with an energy that speaks well for the future, has the above-named company been organizing, building a factory, putting in an expensive plant, and generally making preparations for a large business during the coming season.

The White Cycle Co. was organized Feb. 18, 1887, with a capital stock of \$150,000, and the officers are as follows:

President and Manager, Frederick White (Westboro); Vice President, F. F. Denfield (Westboro); Treasurer, George O. Brigham (Westboro); Secretary, Frank E. Peck (Boston); Directors, Frederick White, Geo. O. Brigham, Allen W. Achorn, F. F. Denfield, F. E. Corey, M. D. (Westboro), Frank E. Peck (Boston), Emerson W. Law (Cambridge).

Mr. F. White is the inventor of the machine which this concern are to manufacture. It is not the object of this article to describe the machine; that will be done later, and as soon as data and cuts can be procured from the company.

What we wish to do is to let our readers know what the concern has done so far in preparation toward turning out machines.

The factory of the White Cycle Co. is situated at Westboro, Mass., thirty-two miles from Boston on the Boston and Albany Railroad. Work was commenced on the buildings last September.

The new factory, nearly ready now for occupancy, comprises two buildings; the main factory is built of brick and wood with floor of concrete, overlaid with plank, and is 152x50 feet, and the blacksmith shop, engine and boiler room and polishing room under one roof, 50x30 feet. Both of these buildings are one-story in height and designed originally by the Superintendent with special reference to the purposes for which they are to be used.

The shops will be heated by steam and lighted by electricity.

An improved case-hardening furnace and a power hammer will be placed in the blacksmith shop and probably also a machine for welding parts of the cycles by electricity.

The boiler and engine now being placed will be of fifty-horse power capacity.

The machinery is of the finest and will cost upwards of \$20,000.

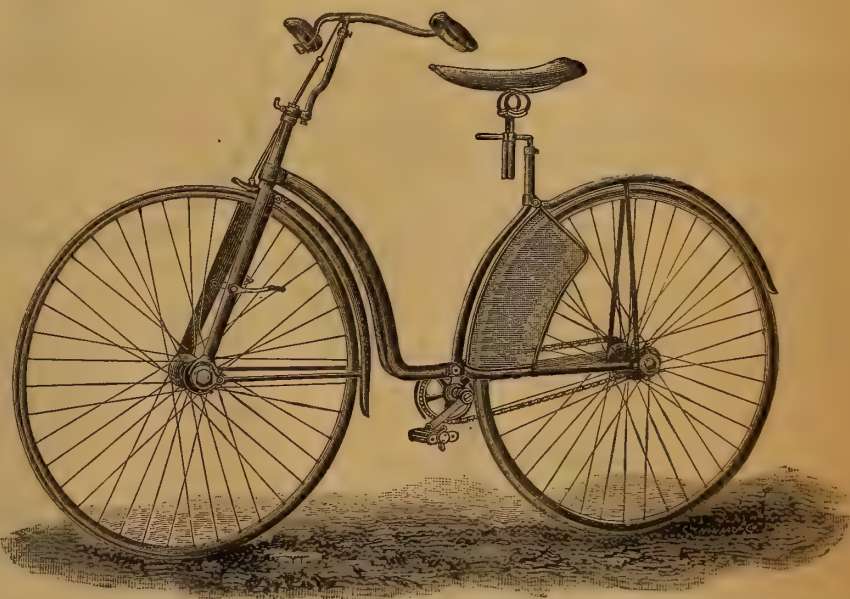
and is from the works of Brown & Sharp, of Providence, and Pratt & Whitney, of Hartford. The placing of the machinery will commence right away.

The plant will have a capacity of 2000 machines annually.

This company have secured the services of Mr. W. R. McDonald as Superintendent, and Mr. William Bixby Foreman, both mechanics of the highest order.

Mr. F. White, the inventor of the cycle and the President of the company, is an old resident of Westboro, and the citizens thereof are justly proud of their energetic, pushing fellow townsman.

As before stated, at the very earliest moment that we can procure facts and cuts we will describe the "White Flyer Cycles" for the information of our readers.



THE WARWICK PERFECTION SAFETY.

(Warwick Cycle Mfg. Co.)

In a former issue we stated that it would be our pleasure to introduce to the riding public one of the novelties for 1889, in the Warwick Perfection Safety.

We called at the factory of this company in Springfield Thursday (20), and were met with our inquiry as to "how that safety was getting along" by the practical answer of being shown the model machine, the cut of which adorns the head of this article.

Under the triple guidance of Mr. Warwick, the President, Mr. Tapley, the Treasurer, and Mr. Kennedy-Child, the Superintendent of Agencies, we were piloted through the well appointed factory, and from the three we obtained the following facts in regard to this machine:

"In the first place," said Mr. Warwick, "we want to grind the fact into you that every ounce of metal in these bicycles we are making is of wrought steel; this is a point we wish to impress on you most thoroughly." That we were duly impressed is proven by the fact that we give this statement the premier position in the article.

The bicycle has many novel points about it, which we will point out in the following

#### SPECIFICATIONS.

The frame is made of the loop pattern thus making the machine suitable for either sex, the novelty in the construction being that the frame is of two weldless steel tubes. These are connected with the head by a double neck, thus ensuring great strength. Just back of where the sprocket wheel is attached the frame divides and forms the back fork terminating in the "Warwick Perfection" spring bearing.

THE FRONT FORKS are of the well known Perfection type, and like the back ones are attached to the bearings by the W. P. spring.

THE SEAT pillar follows the curve of back wheel for a certain distance, and then is straightened to receive the saddle rod.

THE STEERING.—Mr. Warwick has been tireless in his experimenting as to making the steering less sensitive than is common, and he has at last adopted the following device, which will be better understood by studying the cut: The steering centre or head is similar to that of others, where cones are used, but instead of continuing the steering rod straight up to the handle-bars, just above the top cone bearing the rod is bent back at a sharp angle for a



short distance and then it is continued by a graceful curved line (still back) to the point where it meets the handle-bar. The practical results of this is that tests have proven the steering to be much steadier, and that, of course, is what riders of safeties are desirous of securing.

THE BEARINGS to both wheels are adjustable ball bearings and positively dust proof. The pedals are Warwick Tenacious pattern and run on dust proof adjustable ball bearings.

THE SADDLE is of new design, having a pleasant rocker motion, is adjustable in all directions, being fitted to an elastic wire spring of great simplicity. The introduction of two thin flat steel springs under the leather of the saddle prevents same from stretching.

THE SADDLE POSTS.—This device is a novelty and consists of two posts fastened to saddle, these fitting into two corresponding tubes on the adjustable frame rod. Into these tubes spiral springs are placed and then the saddle is slipped in and the ends rest on the spirals, thus giving an easy vertical motion and spring. Another beauty of this device is that the saddle can be removed or placed in position instantly without touching a bolt or screw.

THE GEARING is fifty-four inches, attached to rear hub cog, by a forged steel chain, with a simple adjustment by two set screws of wonderful strength and lightness.

THE TUBING AND RIMS are all of the special Warwick tapering gauge. Spokes are direct; wheels, 30 inches, with 3-4 inch tires.

FINISH, best enamel and nickel; mud and dress guards and foot rests are attached, and of approved form. A powerful plunger brake is fitted to the front wheel; handle-bar, saddles, etc., adjustable to any height.



THE COLUMBIA LIGHT ROADSTER SAFETY.

(Pope Manufacturing Company.)

In the Light Roadster Safety for 1889 the Pope Mfg. Co. seem to offer to the public a wheel that will meet all the wants for a reliable and efficient safety. We cannot do better than furnish our readers with the following brief of its construction:

Thirty-inch rear (driving) and 32-inch front wheel; tires, 7-8-inch rear, 3-4-inch front; cold-drawn and rolled seamless-steel hollow felloes; No. 13 tangent spokes, 40 to rear, 36 to front wheel, all adjustable at felloe; Columbia adjustable ball bearings all round; seamless steel tubular front fork with anti-vibrating spring joints; Columbia steel double frame; adjustable crank and chain driving-gear; improved Ewart forged-steel detachable-link chain; detachable sprocket wheel; detachable Knous cranks, 5 3-4, 6 1-4 and 6 3-4 inch throw; Columbia "double-grip" rubber ball pedals; 5 1-4-inch ball-bearing socket steering head; 28-inch one-piece tubular-steel curved handle-bar, adjustable for height; vulcanite handles; adjustable rear-wheel lever-spoon brake; adjustable L seat rod; Kirkpatrick saddle; detachable steel-wire lantern bracket; foot rests; guards to steering wheel and chain; tool bag, with Columbia B. & S. monkey wrench, screw driver and oil can; gear, 54; weight, 51 pounds; finish, enamel and nickel tips; price, with ball pedals \$135, parallel pedals, \$130.

The slight increase in the size of the front wheel we consider a good one, and we are assured that the new spring joints, while relieving as to vibration, in no wise interferes with the steadiness of the steering. This is a point to make a note of, as we have time and time again ridden safeties which were almost spoiled by the unsteadiness and unreliability of their steering. The rear or driving wheel bearings are outside the flanges of the wheel, where they ought to be. Altogether the machine forms a notable addition to the excellent assortment of wheels manufactured by this old and reliable company.



THE VOLANT SAFETY.

(Springfield Bicycle Manufacturing Company.)

We promised our readers a description of the Springfield Roadster Volant Safety in this issue of our paper, a cut of which is here presented, but we must of necessity make our description brief for want of time before going to press.

From a talk with the manufacturers of this wheel we learn that they hope to secure a large trade of new riders who desire to ride for pleasure and business and do not wish to stride a high wheel, even though they know it to be absolutely practical and safe, also for those who ride but little and would like a wheel which combines the qualities of the ordinary safeties with the capacity for hill climbing and sand or rough roads, which with the features peculiar to the Springfield Roadster pattern of bicycles, it is claimed accomplish.

The principle upon which this wheel is constructed shows merit from its simplicity and conveys at once to the mind strength and durability and ease of running. The steering wheel is 30 in. in diameter and the driver 31 in., with U rim and direct spokes, being up ended and threaded at flange end with 7-8 inch tires. The wheels are brought much closer together, which shows compactness, and which makes steering and controlling the wheel much less sensitive.

The handle bars set well back and close to the rider. The steering head is of the V shape centres pattern with a neat adjusting device. The backbone slopes gradually to saddle post which is an upright, and from which the fork extends to rear wheel. The fork is slotted to permit of adjusting the chain, which extends from the rear sprocket wheel to the clutch mechanism, which is adjusted below the back bone and directly underneath the saddle post, which spreads each side from the centre sufficient to allow of adjusting the levers, and which extend down on a line with the chain. The gearing for speed is much less by means of the sprocket than in the ordinary, as this is partly done by the lever motion, thus distributing the strain more equal. The speed of the Volant is equal to a 67 inch diameter wheel, and those who have ridden it claim it to be much easier to run and less fatiguing. It has the ordinary bicycle ball pedals and Humber chain with two rows of balls on each wheel, two rows on each clutch stud and two rows on each of the hanger bearings. It is finished in enamel with nickel trimmings, with the new improved friction clutch, which is to be added to all of the 1889 wheels turned out by this company.

We cannot see any reason why this machine should not become popular, and we think the Springfield Bicycle Mfg. Co. deserve success and with their newly equipped factory at Highlandville they hope to be able to supply the demand for their wheels for 1889, which up to the present time they have not been able to accomplish.

The splendid quarters formerly occupied by the Massachusetts Bicycle Club have been disposed of to the Boston Art Club at a great sacrifice. The club's furniture and other properties were sold to the highest bidder on Wednesday last. This seems to be the unfortunate end of one of the oldest and at one time one of the strongest wheel clubs in the country.

At the indoor games of the Manhattan Athletic Club, Madison Square Garden, New York, on the 15th inst., first and second prizes were won on Columbias.





LEAGUE HEADQUARTERS:  
12 Pearl Street, - - - Room 27.  
ABBOT BASSETT, Secretary.

HERE'S to 1889! We greet the New Year with good wishes. The Secretary extends the compliments of the season and wishes one and all a HAPPY NEW YEAR.

THE League has gone ahead this year and we enter 1889 with a membership of 11,948. This is the highest point ever reached. It is not much ahead of the point reached last year, but it is an advance and we have to chronicle no backward step. We have many months more in which to add to our numbers but for purposes of comparison we must take the calendar year, and that makes for us a good showing.

#### Rhode Island Racing Board.

Please publish following appointments on Rhode Island Division Racing Board:  
George C. Newell, Chairman, Pawtucket, P. O. address, 27 Custom House street, Providence.  
Chester I. Campbell, Providence.  
E. M. Bixby, Providence.  
Fraternally, Charles S. Davol, Chief Consul.

#### Missouri.

Mr. E. R. Paillon of Boonville, Mo., is hereby appointed member of the Touring Board of this Division vice Walter Williams, resigned. Fraternaly,  
W. M. BREWSTER, Chief Consul.

#### Massachusetts Representative.

Herbert L. Grew has been elected a Representative on the Massachusetts Board of Officers by the Rovers' Cycle Club of Charlestown.

#### Illinois Division.

Freeman Lillibridge of Rockford and George F. Koester of Chicago are hereby appointed representatives.

#### Local Consuls.

Aurora—J. M. Lillibridge.  
Austin—Frank X. Mudd.  
Bloomington—E. P. Blake.  
Canton—J. L. Blackadore.  
Centralia—H. W. Warner.  
Danville—W. L. Kelley.  
Decatur—B. J. Shockley.  
Downers Grove—E. W. Annable.  
Evanston—H. M. Angle.  
Elgin—Jos. Vaill.  
Englewood—Jas. Cox.  
Greenville—Robert C. Morris.  
Jacksonville—Fred Davenport.  
Monmouth—Howard C. Davies.  
Pana—Harry McKov.  
Peoria—Charles F. Vail.  
Taylorville—C. C. Phinney.  
Winnetka—George B. Lathrop.  
Windsor—Joseph H. Zumstein.  
Other appointments will soon follow.  
W. A. DAVIS, C. C.

#### Judge's Charge at Toledo, Ohio.

The following communication has been received from Grah Brothers, Toledo, Ohio.

The case of Wm. Grah Jr. vs. John S. Barker et al, in which the plaintiff recovered a judgment against the defendants for \$161.25, was lately decided in the Common Pleas Court at Toledo, Ohio, and will be of interest to riders of bicycles and tricycles.

While riding on his tricycle on the right hand side of the street the plaintiff was run into by the servants of

the defendants, who were driving an ice wagon in the opposite direction.

The action was for damage done to the tricycle and for slight personal injury. Messrs. Kinney and Newton appeared for the plaintiff. In his charge to the jury, Judge Pike, among other things said: "It is the right of every citizen to travel upon the streets and highways in the city at all times, whether on foot or in any vehicle, whether that vehicle be a four-wheeled one, a three-wheeled one or a two-wheeled one. He has the equal right with all others to use the streets in a particular manner, exercising ordinary care that he shall by his own act do no injury to any one else." And under that statement that we have just made the motive power upon which the plaintiff is alleged to have ridden on the 22d of July was a conveyance or a motor that he had a right to use and be upon on the streets of Toledo, at that time \* \* \* if you find from the evidence that the defendants' servants with a heavy conveyance crossed over at more than an ordinary rate of speed, at a point where they were likely to meet other conveyances and persons, it was their duty to exercise greater care to avoid a collision. And if they did not and they inflicted injury on the plaintiff by the want of ordinary care and diligence the defendants are liable \* \* \*. The property in issue here is described as a tricycle, and testimony has been introduced tending to show that a new one would cost a certain price; that this tricycle, that is a tricycle of the description of the one used by the plaintiff would cost a certain price. It is not necessary that I should tell you the amount. It would not make any difference whether he got it for half price or not. He may have gotten it for \$5 while it was worth \$150 that wouldn't establish the value. The value, no matter what it cost him, is whatever you find it to have been worth at the time it was injured. Then you will take into consideration the amount of expense he has incurred in having it restored to him for use, whether it was then worth fully as much as it would have been had it not been injured. You may add whatever less it is worth (notwithstanding the expense you may have allowed him that he has paid out) than it was worth at the time it was injured. \* \* \*"

#### APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as

it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 171—Total 23—11,948.

BOSTON, Dec. 28, 1888.

CALIFORNIA DIVISION—1—401.

Unattached.

21211 French, Geo. L., 102 Ellis st., San Francisco

COLORADO DIVISION—1—63.

Unattached.

21191 Hamilton, Geo. T., 3730 Downing ave., Denver

ILLINOIS DIVISION—9—756.

C. C. C. C.

21207 Rossback, Henry, Illinois Watch Co., Springfield

Unattached.

21198 Anderson, F. H., care C. M. B. A., Galesburg

21199 Barden, H. R., 436 N. Chambers, "

21200 Lescher, N. C., "

21201 Mather, Ed., 737 E. Main st., "

21202 Ryan, Ed. F., corner Main and Prairie sts., Galesburg

21203 Strumberg, P. M., 12 Main st., "

21204 Weeks, J. H., Room 3 C. B. & O. Office, "

21205 Willett, E. M., 131 Main st., "

KANSAS DIVISION—1—159

Unattached.

21208 Metz, F. W., Garden City

MARYLAND DIVISION—1—465.

Unattached.

21192 Doon, John G., 303 Robert st., Baltimore

MASSACHUSETTS DIVISION—2—1236.

Unattached.

21193 Haley, Chas. G., 71 Franklin st., Boston

21211 Hathaway, Nathaniel, 43 Elm st., New Bedford

NEW YORK DIVISION—1—267.

Unattached.

21194 McLean, A. E., Clarks Factory

21190 Nugent, Thomas, Ramapo

21206 Ferris, Chas. C., 13 S. Salina st., Syracuse

21212 Graff, Edwin D., 48 West 83rd st., New York

OHIO DIVISION—1—946.

Unattached.

21195 Eagle, W. S., Chestnut st., Leetonia

TENNESSEE DIVISION—1—114.

Nashville B. Club.

21210 Wheat, E. S., Lindsley and Maple sts., Nashville

ARIZONA—2—8.

Unattached.

21196 Maldonado, F. B., Florence

21197 Porter, W. Wood, "

## Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find \$ for initiation fee and dues in the League of American Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed, .....

Club, ..... P. O. Address, .....

References: ..... City, .....

State, .....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is \$1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance.

If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose \$1.50 with the application, after that date, and until April 30, 1889, enclose \$1.25.



# "'Tis Mightier than the Pen."

---

UNCEASINGLY at it--writing, writing, writing—good writing, bad writing, worse writing—sometimes can read it when it is warm, seldom when it is cold—sometimes the receiver can translate it—sometimes he can't—waste of time, waste of labor at both ends. The pen is old-fashioned--the progressive business man, the intelligent professional man, the live clerk, and the modern student type-write; some 40,000 of them use the World Typewriter. 'Tis a wonderful little machine, as simple as a primer, yet strong, durable, practical; and anyone can with practice easily write thirty-five words a minute. A Single-Case World costs \$10.00, a Double-Case World, which writes seventy-two characters, \$15.00. Live Agents Wanted. Address Typewriter Department, Pope Mfg. Co., Boston, New York. Chicago.



## The Best Business Calendar Published.

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THE Columbia Calendar for 1889, although on the same general lines as its predecessors, shows marked improvement. The leaves are not pasted, but sewed at the end, so that any leaf can be immediately turned to. The stand is made of pressed pulp, handsomely gilded, and practically indestructible. There is ample space for memoranda on each leaf, and there are 365 leaves. Although this is the fourth year of the Columbia Calendar, the matter contained upon the slips is fresh and new, and as usual gives much valuable suggestion on the whole broad field of cycling. The Calendar is sent by mail on receipt of twelve two cent stamps. Address Advertising Department, Pope Mfg. Co., Boston, Mass.



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**& BULLETIN.**   
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*BOSTON, 4 JANUARY, 1889.*

Volume XVIII.  
Number 10.

**VICTOR**  
**CYCLES**



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—Postage stamps not received in payment.



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MANUFACTURER OF

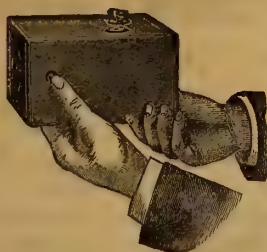
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A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

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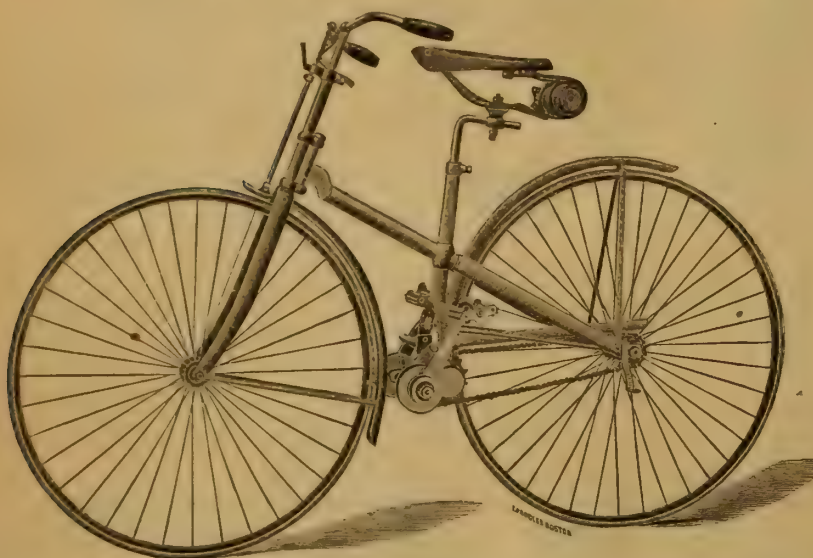
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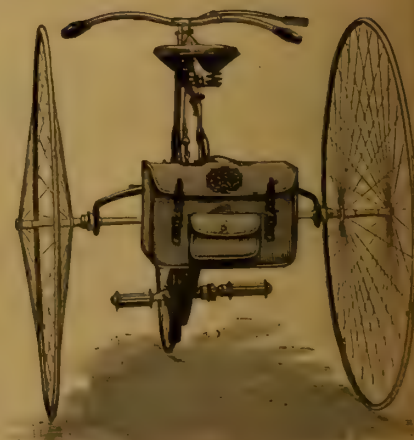


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12 Pearl Street,

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Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

## TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the *Bicycling World* Co.

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

## EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 4 JANUARY, 1889.

**A** VERY Happy New Year to every one. May the end of 1889 see every rider happier and healthier for the indulgence in our favorite pastime, and may every manufacturer's, importer's and dealer's bank account be found to have increased many fold when at the end of the year they strike a balance and figure up the profits of the season past and gone.

**T**HE Boston Athletic Association threw open the doors of its \$300,000 club house Saturday evening. The interior is simply magnificent, and the elegance and completeness of every detail renders it a most desirable and attractive resort of our swell young men who are athletically inclined. Among the members present at the opening, the following well known wheelman were present: E. C. Hodges, Lon Peck, Ralph Ahl, J. S. Dean, Henry W. Williams and others.

**O**UR very esteemed contemporary, the *Wheel*, grows childishly merry at our expense, and cuddles itself with egotistic enthusiasm, because, forsooth, we reiterate the prophecies and rumors connected with the Presidency of the League. It is strange how frequently we find inconsistent traits in the same individual. The editor of our most highly regarded contemporary is really a very bright and intelligent young man, but he cannot resist the temptation to pick an imaginary flaw in our armor at every fancied opportunity.

**T**HE opinion of S. C. Newman, the winner of the Missouri's mileage cup, that the man who rides over 3000 miles in a year exceeds the limit of pleasureable recreation, and descends into the realms of irksome labor, is one of the most sensible opinions of a man who ought to know, we have had the pleasure of recording. We have frequently noticed that the ones who soonest abandon the wheel and become tired of cycling, are those who were the most enthusiastic and ardent in the use of their machines at the start. It is, as a rule, the rational wheelman who indulges in the

moderate, sensible and reasonable use of their cycle as a pleasant means to a desirable end. For over ten years we have constantly cycled more or less, and we are looking forward to the coming of spring with pleasureable anticipation. Be moderate.

## A WORTHY CAUSE.

## SEND IN YOUR SUBSCRIPTIONS.

THE following circular has been issued to the wheelmen of Kentucky and neighboring States, by V. Driscoll, E. W. Weaver, of the Carrollton, Ky., Bi. Club:

"On July 3, 1888, as a member of the Carrollton, Ky., Bicycle Club was on his way from Louisville to Mammoth Cave, he met two men driving a gray horse. Coming round a bend, coasting at full speed, the machine frightened the horse, caused him to throw both horse and wagon down an embankment, in consequence of which the horse broke his leg, which made it necessary that the animal should be killed. In many places the rider would have been roundly abused. The owner of the horse, however, fully exonerated him. When it was discovered that the horse was the man's sole dependence it was thought but fitting and proper that an effort be made to reimburse him for his loss. In no State in the Union are riders accorded such full privileges and uniform politeness as in Kentucky; and, as this, although probably a rare occurrence, is a clear case against the wheel, it becomes the duty of wheelmen to step to the front and repair the damage. The entire loss was less than \$100, but it is proposed to raise that amount. Subscriptions of any amount will be received and in due time fully acknowledged. Forward all subscriptions either to the owner of the horse, R. B. Mattingly, New Haven, Ky., or to the Secretary of the Carrollton Bicycle Club."

The following subscriptions have so far been received:

E. W. Weaver, Carrollton, Ky., \$15; Pope Mfg. Co., Boston, \$5; BICYCLING WORLD Co., \$5; S. H. Ranche & Bro., Lancaster, Pa., \$1; miscellaneous, \$18.50; total, \$44.50.

So much for the generous dispositions of riders. The total loss was probably \$100, and it was to be hoped that the whole amount would be subscribed, particularly as the man was poor. Any further subscriptions will be gladly received.

## A SOURCE OF DANGER TO WHEELMEN.

I WOULD most earnestly call the attention of all wheelmen to that most dangerous custom of wearing belts drawn tightly about the waist to support the pants, or even where they are laced tightly or where there is any constriction about the waist whatever.

Many wheelmen are leading sedentary lives, especially the older riders, and are not physically in a proper condition to put forth the very severe muscular exertions which all wheelmen are called upon to do, and one of the dangers which I wish to particularly call attention to is that of causing hernia or rupture.

I know of two cases of hernia caused directly by the severe exertions put forth in climbing steep hills. One of them was a particularly strong, healthy and robust young man, and I am quite confident that the indirect cause of those hernia was the wearing of tight belts. The young man alluded to above has always been very active in outdoor sports, very fond of lifting, and made it a common custom to put forth his utmost strength whenever opportunity offered, and he never had any tendency toward such a result until he began bicycling, which brought about an entire change in form of dress. When any person puts forth his strength in lifting, "hill climbing is merely a form of lifting," the abdominal muscles are called strongly into play, and if by belting or other means they are prevented from expanding and increasing the circumference of the waist their force is then directed toward forcing the abdominal contents downward, and thereby greatly increasing the chances of causing hernia.

The clothing should always be loose about the waist. As suspenders are inconvenient to wear and very uncomfortable in hot weather, I would suggest as the simplest, and I think the best, way of holding up the pants is by means of a band sewed around the inside of the flannel shirt, with buttons sewed through the shirt and band and then the buttonholes made on an extra band on the inside of band of pants, the same as little boys' waists and pants are joined.

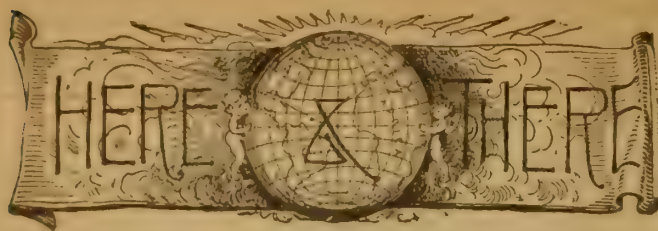
I sincerely trust that no one will misconstrue this article as condemning wheeling; no one believes in it more thoroughly than your humble servant. I am writing from experience not hearsay, and I would desire all wheelmen to give heed to my warning and so avoid a source of danger.

L. A. W. 18,954.

[The above is written by a physician who has made a special study of hernia.—Ed.]

The aggregate value of prizes won by H. Synner, the English amateur, is estimated at over \$3000.





## NEW YORK.

"HAWKSHAW."

To become beautiful, or to remain so, is the constant study and chief aim of many women. The first essential in either securing or retaining this is health, and the foundation of health is exercise, hence it follows as a logical conclusion, that such as desire to become beautiful, or would remain so, must exercise, and the question narrows itself into what form must this exercise be taken? In an endeavor to find something that would answer, the woman of to-day has tried tennis, archery, rowing, etc., only to find that while each has its advantages, yet still it did not supply their wants. It remained for cycling to supply to the women of to-day the most perfect form of exercise that has yet been offered them. The perfection of construction and lightness of weight in the modern tricycle was the beginning of woman's entry into wheeling, this was further encouraged and increased by the appearance of the sociable and later on by the tandem form of wheel. There yet remained the difference in favor of the wheelman, however, that the bicycle offered an ease of propulsion and an absence of much weight that was denied to women in any of the tricycle forms, and thus placed her at the disadvantage that seems to hedge all forms of sport when she endeavors to enter. Makers have for years known this, and have labored to overcome it, and to-day sees as the result the introduction in perfected form of the lady's bicycle. At once woman is placed abreast of the stronger sex, and at last secures a perfect form of exercise. Let us study some of the results from a standpoint of health and consequent beauty.

OBSERVE a woman before she lifts herself into the saddle, and a few minutes afterward as she shoots through the park. She becomes a changed being. The roses spring to her cheeks, the light seems to leap from her eyes, her form is the inspiration of graceful action, and she becomes a beautiful picture of moving health. And this, after all, is the best view to take of cycling. Aside from its charm, its dash, its buoyancy of motion, its special or general beauty, it is the most healthful exercise in the province of woman. It is better than dancing, tennis or archery. There are many reasons why this is so, and one of the strongest seems to be that it brings continuous changes of scene, which tends to rest the body as well as the mind. The fascinating effects which it has on the fair rider cannot be estimated, provided the wheelwoman has a well-built wheel, and rides it understandingly and with moderation. It will be noticed that horseback riding has been omitted from the list of exercises now adopted by women. This was done to give it a special consideration of itself. It alone has of late years secured more women admirers than all of the other forms of exercise combined, and is to-day considered to be an essential accompaniment in the education of women. As such it may be a success, but as an exercise it is a failure.

DR. ROBERT DAY, the great London specialist and authority on women's diseases, lately declared his opposition to it in the following words: "Give me a neighborhood where from six to ten ladies ride horseback, and I will guarantee any physician practice enough to make a good living. *I don't believe in it, even for men.*" No more positive statement from any eminent authority could be made against the evils of this form of exercise for women, and to the average reader no further arguments will be needed to convince them of its undesirability for their adoption. Having thus disposed of the strongest fashionable opponent of wheeling for women, perhaps a consideration of what claims cycling has upon the fair athlete might be worthy of consideration. Once purchased, no further outlay or expense is entailed upon the fair wheelwoman. It is a horse ever saddled, to mount which does not require the aid of some one else, and upon the saddle of which she is independent, free to go when and where she may, fast or slow as the road or her inclination may tempt her. In no other outdoor exercise is woman as independent as in wheeling.

Now as to the special consideration of its beauty giving and retaining properties. Bringing into play every muscle in the frame, causing the blood to flow in a healthy stream throughout the veins,

the result is a perfection of form and carriage that cannot be found elsewhere. But perhaps it's in the complexion of a wheelwoman that we find the strongest advocate of its beautifying qualities. It is extremely beautiful, and was almost unknown among women of a generation ago. The skin is as smooth and polished as satin, fine and close in texture as ivory, is a clear, delicate biscuit in color; transparent and with rich color showing through rather than lying on the surface. It gives the impression, also, of exquisite cleanliness. It is the result of sunlight and fresh air, and the healthful process of cleansing every pore of the skin daily with perspiration. Nothing can clean the skin like the moisture that flows through it from warm, quick flowing blood, and nothing can produce this like cycling. No water put on the outside has a like effect to the water that comes from the inside. To such women as would be healthful, happy and beautiful, no surer method can be commended than for them to adopt cycling as an exercise.

## PORKOPOLIS NOTES.

"STAR."

WHILST some local wheelmen believe it would be beneficial to have the next State meet here, there are quite a number who, from the "we-want-the-earth" cries and the disgraceful scenes enacted at the last national meet at Baltimore, coupled with their experience in entertaining visiting wheelmen at home, are very doubtful as to the advisability of holding it here. Our city affords too many opportunities for the young man, away from the restraints of home, to indulge in a drunken debauch, and such conduct on the part of even a few would not only not advance the interests of the L. A. W., but would give cycling in this vicinity a blow from which it would take years to recover. We have been laboring patiently to induce conservative middle-aged business and professional men to take to the wheel, and now that our efforts are about to be crowned with success we do not wish to lose in one week that we have been so long in gaining.

THE "Veloce" Club have had another election.

CHRISTMAS was such a delightful day that only those of us stayed at home who had to play the part of Santa Claus.

It is reported that Thomas Stevens, of International fame, will deliver his lecture, illustrated by stereopticon views, before the Porkopolitans early in January, and it is believed that he will be greeted by a crowded house.

ON Sunday, Dec. 23, several local wheelmen attempted to climb Sycamore Hill. Charles Croninger and Charles Roth were the only ones to reach the top. Teddy Allsup, who also made the attempt, would have succeeded if—

AT last a wheelman has been found who is willing to make an affidavit that he actually saw Teddy Allsup climb Sycamore Hill! He further states that during the whole trip Teddy never once used his pet expression, "it's bloody 'ot."

THE disagreements between the cycling clubs of Chicago, so frequently alluded to by "Stroller," are a surprise to our wheelmen, for we have reached that stage of perfection where the lion is said to lie down with the lamb. Our clubs, actuated by a feeling of brotherly love for each other, work together in perfect harmony. The interest of one is the interest of all, and the mischief-making individual who would attempt to run down one club to a member of another would fare badly—perhaps.

IF, as suggested by N. H. Dickenson in the BICYCLING WORLD AND L. A. W. BULLETIN for Dec. 14, the Direct Tax of 1861 should be returned to the States from which it was received and be used to improve the highways, we could make good use of the share falling to us. Some of our roads lead through very picturesque localities, but are so hilly that a profile of them would look something like this, AAAAAAAAAAAAA. Now if they could be regraded, it would not only be a blessing to the farmer's horses but a godsend to the cyclist.

ON the Sunday before Christmas, as the clerk of the weather was so busy preparing for a visit from Santa Claus that he forgot to order the usual Sunday drizzle, the C. B. C. took a run to Florence, Ky. The day could not have been better if it had been made to order. It was bright and clear, the temperature ranging from 24 to 46 degrees, and the boys just more than enjoyed themselves. They found Florence as agreeable as ever and apparently glad to see them, in fact it was quite dark before they could tear themselves away. As they were coasting the long hill on their return, they did not discover, in the intense darkness, that the pole at the toll-gate had been let down till Nelson ran into it with a bang that all but demolished the machine and nearly paralyzed the rider.

THE local wheelman is of necessity a hill climber, for our roads



abound in hills that rise from 300 to 400 feet in a distance of from one to two and one-fourth miles. The grades are by no means regular and even, for the steepest part is generally at the bottom, and then there are places where the road, to the weary climber, seems to be almost stood on end. We also have a number of shorter and much steeper hills that at one time seemed unsurmountable, but with the improvements in bearings and in the shape of handle-bars they have, with the exception of Sycamore Hill, been gradually conquered. Although Teddy Allsup claims to have climbed this hill, there are quite a number of wheelmen who did not see him do it and who would very much like to see him do it again. Several of the Kentons, piqued by Teddy's assumed superiority, have decided to attempt it themselves on the very first favorable opportunity. It is said by those who have seen both hills, to be longer, steeper, and in a worse condition than the famous Corey Hill.

WHEN the bicycle first appeared in "Porkopolis" our streets were like a chronic ulcer, which the people, from long habit, had come to look upon as practically incurable, and cycling as a consequence, like a weak and sickly child, struggled along for several years, maintaining a decidedly precarious existence. Some three years ago, however, a change of treatment was tried, and as a result granite and asphalt pavements gradually made their appearance where ruts and holes had formerly abounded. This change began in the centre of the city, but until this year we had but few outlets where the riding was as good as the walking. Before the close of 1889 we expect a marked improvement in this respect. The Lower River Road is to be paved with granite to Bold Face creek in Sedamsville; Eastern avenue will be finished early next season; Clifton avenue, which is being regraded and widened, will also soon be completed; and College Hill on the Hamilton pike is to be regraded so that it will be a regular and easy grade from the bottom of the first hill to the top of the second. If in addition to these improvements the abominable streets of Cummins ville could be decently paved and the granite pavement on Colerain avenue be continued from Centre street to Harrison avenue, the local cyclist would be happy.

#### CHICAGO.

##### THE "STROLLER."

THE Chicago's inaugural dance is a thing of the past. It was long waited for, well attended, and everything went off smoothly. Some 150 couples were at the hall when time was called for the grand march. And it can be put down as being one of the best social entertainments ever given by the "knights of the wheel" in this city. Full dress was the order of the evening, and such a vision of female loveliness and manly beauty (*a la* Thistle) is rarely found. There was Burley Ayres, the life of many a club run; Garden, the "brawny Scot;" Oliver, the truthful; likewise the "twins." Brave Lieutenants, officers and ex-officers, all in the regulation spike-tail, and all most zealous in their attentions to their fair companions. Financially, as well as socially, I am told, it was successful, and will increase the finances of the club in a substantial manner.

ANOTHER theatre party is being planned for the return of the Aronson Company in "Erminie." Some 200 seats have already been secured by the Chicagos. The Illinois and Lincolns have been asked to attend also.

BURLEY AYRES has been forced to resign from the Illinois Club, so Riggs tells me, and has also resigned from the Chicagos. I am sorry to hear this, and hope that both clubs will refuse to accept his resignation. Burley is too active a wheelman to be stricken from the roll of either club.

I SEE that one of your correspondents is in favor of having the annual meeting of the League officials here in this city. I should like to see this also, and I have no hesitancy in saying that the various clubs here will see that the aforesaid officials have "one continuous round of pleasure," if this city should be decided upon as the place to hold the meeting.

SOME one in the St. Louis *Spectator* thinks we are trying to throw mud on Stone, and that when racing comes again in the spring we will have a chance to quit bluffing. Not at all, my dear boy, far be it from us to throw mud at any one; facts are stubborn things. As for Stone, we appreciate his ability in the racing line, but think our man better, and as you say, "in the spring we will have a chance to see who is bluffing."

TOM ROE has finally established himself as manager of the bicycle department with the Western Arms Co. That little unpleasantness between Roe and his late partner, House, still continues. Tom would like the agency for the Star next year; House seems to be willing for a consideration, but Tom thinks he can get it from the company itself for the asking. Perhaps he can, but I doubt it, for

House has made many friends among the wheelmen here while building up the trade he now commands.

As a result of all the talk about the respective merits of Lumsden and Stone, Stone has placed himself in the hands of Mr. Brewster. Lumsden has given his interests over to the tender mercies of Mr. Garden to look after, and it is safe to say that the result will be a series of races in the spring (probably a one, five and ten mile race) for a medal, and either the Chicago or St. Louis boys will find walking very beneficial for the health after the bets are paid, as the friends of both seem bound to wager their all on their favorite. Mr. Brewster says he is glad that team race did not come off last fall, he will be able to get a far better team together in the spring than could have been done last fall. All right, Mr. Brewster, we will have a team ready for you at any time. Why not have the team race during the Lumsden-Stone series?

A NEAT job was put up on Charles Seig at the caucus of the Chicagos, to shelve him from running for the Captaincy again. The majority of the riders think that Charlie should give way for a new man, and although an A No. 1 man, that he promises too much in comparison with what he actually does, and so to do it politely and not hurt genial Charlie's feeling, he was nominated for the Secretaryship, and it went through by acclamation, but Charlie would none of it, it was the Captaincy or nothing, and so he is in the field, with Thorne, ex-President of the C. B. C., and Roe as competitors against him, with the odds in favor of Thorne, though Charlie has already promised the offices at his disposal several times over for votes pledged him.

#### NEW JERSEY NOTES.

##### "RATCHET."

W. E. ELDRIDGE has been awarded the medal offered by C. V. Tuthill, of the Hudson County Wheelmen, to the member of that club scoring the highest road record for 1888. Mr. Eldridge has covered nearly three thousand miles, and is well deserving of the medal, which is one of the handsomest ever made.

THE Elizabeth Wheelmen have an athletic class, which practices in the well-equipped club gymnasium every Thursday evening.

THE club records of the Elizabeth Wheelmen for the last season show an increase of over 40 per cent. over the previous season in the number of miles covered.

MR. GEORGE C. PENNELL, the efficient President of the Elizabeth Wheelmen, has taken the Elizabeth agency for the Columbia wheels, and expects to make a boom when the spring season opens.

ORATON HALL is well patronized by beginners this winter, and the chances are that the number taught to ride within its sacred walls from October 1 to January 1, will aggregate close to one hundred.

It is reported that Ed R. Collins, of the Union County Wheelmen, and J. Armoy Knox, of *Texas Siftings*, will start for the Bermudas about February 1, and will meander about the islands on a tandem bicycle.

ARTICLES of incorporation have been filed by the Camden Wheelmen, by their counsel, U. G. Styron, Esq. This club is in fine condition, both numerically and financially, and will be heard from in the near future.

THE Elizabeth Wheelmen will give a first-class cycling entertainment early in February, probably about the second week, in the Opera House, and among other attractions expect to have the famous trick riders, Maltby and Finley on the bills. When the Elizabeth boys undertake a thing of this kind they always do it in A1 style, and the coming affair promises to be away up.

MR. ELWELL's position as one of the most prominent and honorable of New England cyclers and tour managers is sufficient guarantee that the proposed European tour under his care will be conducted in a way that will prove satisfactory to all who are fortunate enough to participate.

WE wish one and all a Happy New Year.

THE *Clipper* prints a splendid wood cut of W. S. Maltby.

THE Milwaukee (Wis.) Wheelmen held open house January 1st.

THE Buffalo Bicycle Club gave their second reception Friday, Dec. 30.

THE Troy (N. Y.) Club gave a very enjoyable ball at their club house on the evening of the 27th ult.

#### NEWS

##### AND COMMENT.



DUCKER was in town last week. He is chuck full of schemes which will materialize sooner or later.

No cyclist's outfit is now complete without a Kodak camera. It is the wheelman's apparatus. See advertisement.

ONLY a few weeks more and our great offer of *Texas Siftings* will be withdrawn. Send in your subscriptions at once.

A MEETING of the Executive Committee of the L. A. W. was held at the Marlborough Hotel, New York, Thursday, Dec. 27.

THE friends of H. G. Stuart, of Kansas City, gave him a splendid banquet on the occasion of his departure for Los Angeles.

THE wheelmen in and around Boston ought to feel happy this year, as the riding in this vicinity is, at this writing, splendid.

THE Hartford (Conn.) Wheel Club's reception, held on the evening of Dec. 27, was one of the most brilliant affairs ever given in that city.

It is claimed that a French chemist has discovered a method of treating steel which will greatly increase its ductility and tensile strength.

MR. STEVENS is securing quite a number of engagements to give his illustrated lecture. He is booked at Fort Wayne, Ind., for January 15th.

THE Dorchester (Mass.) Bicycle Club have removed their headquarters from Adams street to Neponset avenue, a much more convenient point.

THE Pennsylvania Division L. A. W. has voted to place Chief Consul Jessup, of Pennsylvania, in nomination for the Presidency of the League.

THE Kings County Wheelmen's (Brooklyn, N. Y.) bowling club defeated the Pioneer boat club team last week Thursday, by a score of 1515 to 1493.

IN a polo match on Star bicycles, between W. Van Wagoner and Arthur Cummings, at Newport, R. I., the former won by a score of six games to five.

P. A. MIX's claim for the 24-hour, record on a geared Facile, of 297 miles, made last October, has been accepted by the Roads Record Association of England.

WE grow dizzy when we think of a mile in 2.18.1-5 on the road, and yet this record is claimed for the "Triplet," with Whittaker, Lee and Oxborrow up. Particulars later.

LATEST English exchanges report Joe Pennell as being en route for Boston. We hope the rumor is correct, as a visit from the cycling artist will be a pleasure indeed.

AN inventive New Hampshire barber, who is also a wheelman, has invented a saddle, the novel feature about which is that the cushion is formed by means of compressed air.

IN the six-day race at Omaha, Dec. 10-15, between Prince and Eck on bicycles, and Mr. Beardsley on horses, the horses won, with a score of 677 miles 8 laps to 674 miles for the cyclists.

THE Woodstock (Ont.) Amateur Athlete Association will hold a grand general and bicycle meet at Woodstock, Ont., May 24. The events will include both amateur and professional races.

VICE PRESIDENT HAYES leaves New York for Para January 14th. Wheeling interests lose a good man, and we are sure he will feel the loss of cycling, as Para streets are not in sense fit for wheeling.

THE cyclers in the vicinity of Eagle Rock Hill hate to leave the hill unmolested. Some try to climb "for fun" and some "for record," but Shurman's great record has not been approached yet.

IT is understood that New York State will nominate Mr. C. H. Luscomb for President, that Ohio will urge the claims of J. R. Dunn for First Vice, and that Massachusetts will nominate Sanford Lawton for Second Vice.

IT is stated that Thomas Stevens had made all the arrangements to go in search of Stanley, under the auspices of the *New York World*, but the news that the great African explorer is safe has put an end to the enterprise.

MR. A. A. TAYLOR, one of the travelling representatives of the Pope Mfg. Co., is now in Boston for a few days. He is the recipient of many courtesies at the hands of personal friends, Mr. W. K. Corey being especially active in showing Mr. Taylor attention.

OUR correspondent, "Mentor," of Kansas City, we are sorry to say has taken his departure for Los Angeles, Cal., at which place he has accepted a responsible position with the *Los Angeles Times*. Our best wishes for his success attend him.

WE are in receipt of a most charming little New Year's card from B. L. Darrow. It is in the form of an artist's palette; the subject of the lithograph is a tandem bicycle, a lovely girl and a good looking fellow, with the moon in the background.

GREAT preparations are being made by the Brookline Cycle Club for their minstrel show to come off January 23. We hope to have an opportunity to extend thanks for a couple of complimentaries, as we would not miss that show for a good deal.

CINCINNATI wheelmen do not enthuse over the holding of the next meet in that city. A writer in the *Gazette* says: "The scenes enacted in Baltimore have not been forgotten, and there are a number of wheelmen who dread their repetition in Cincinnati."

THE grand Beacon street boulevard running from Boston to the reservoir is now almost completed, and when it is, it will give the wheelmen of the Hub an exit unsurpassed. The completion of this grand boulevard will establish Boston's claim to the title of the Wheelman's Paradise beyond a peradventure.

A LEAGUE member, dating from Louisville, Ky., asks, "Do L. A. W. members always retain their original number?" Yes, the original number is always retained and is written on the renewal ticket, there is also a *renewal* number, which is written on the ticket, is used for the convenience of the Secretary's office.

GEORGE GOULD, the son of the great Jay, is very fond of wheeling, and we are told that he owns a safety bicycle the like of which does not exist. The frame, forks and spokes consist of aluminium, the balls of the bearings are made of diamonds. On the head of the machine is set a diamond of fabulous value, the handles are of mother-of-pearl. The only steel about the machine is the saddle spring. The machine weighs, "all on," less than thirteen pounds, and that is mostly the weight of the rubber. It was made by a prominent Coventry firm, and took eight months to construct.

#### A CYCLING RELIC.

I WAS sitting in my easy chair, in front of the open grate, enjoying the warmth and glow of the fire which there burned brightly.

Without, the wind howled, and ever and anon great gusts of it laden with sleet and snow came dashing against the window pane. It was just the night of all nights to sit by the fire and meditate.

I do not remember how long I had been sitting there lost in thought, when glancing over toward the farther corner of the room I saw my bicycle slowly and deliberately step down from its standard and approach the fire.

I was struck dumb with surprise, and could hardly believe my senses, but there it was apparently as full of life as any living thing. Bending over, it turned first one pedal and then the other toward the fire as if warming them, and then turning toward me it crossed one wheel behind the other, leaned against the mantel and cast at me a long, searching look, which I returned as steadily as I could, for I must confess that the strange spectacle made me tremble from head to foot.

At length, after the lapse of what seemed to me a long time, the bicycle spoke. There was a hard, metallic sound to its voice, and it spoke slowly and with great deliberation, as if to impress upon me every word.

"Fine treatment," it began, "I receive at your hands, and I a faithful servant who many and many a time have shown my devotion to you and a regard for your interests seldom exhibited by my kind; yet in weather like this, while you sit comfortably before the fire, I am compelled to stand in the farther corner of the room, close by a northwest window, with the cold wind rushing through the cracks so that every spoke in my wheels shivers. The ill treatment I have received has not been small, and the hardships I have had to undergo have not been few.

You have taken me out in all kinds of weather, banged me round on ferry boats and in baggage cars, slammed me down by the side of the road to be handled by every small boy in the neighborhood, and stumbled over by every blind old fool who chanced to pass.

You have entered me in all sorts of races, and then driven me till the breath was all gone out of me, and all for no purpose, for you have never come within a row of apple trees of winning a race. The worst of all that is, that you are never man enough to own up to that you know no more about riding a bicycle in a race than a two-year-old, but you have always given as an excuse, 'my wheel isn't just right for racing.'

Once in a race you let your foot slip off the pedal, and threw me down so that five other bicycles and their riders came piling on top of me, till I felt like the under man in a football scrimmage.

At another time you pretended to make an attempt to break the one hundred-mile road record, and tried to put up a job on the public by riding over a 'ten-mile' circuit which by actual measurement was only six and three eighths miles long, thus compelling me to be an involuntary party to a diabolical scheme to cheat and deceive. Fortunately your left leg gave out at the end of the fifth lap, and nobody ever discovered it.

I remember, too, how time and time again you rode me out to



# THE EAGLE BICYCLE.

THE WHEEL OF '89.

Active Agents Wanted in Every Town and City in the United States.



## THE EAGLE

Is now ready for the market. In workmanship, finish, and quality of materials it is unequalled. Wherever the "Eagle" has been exhibited it has been received with enthusiasm. It combines all the advantages of the "Ordinary" with many qualities of a "Safety." It is second to none in speed, either on track or road. It is a good hill climber, and under perfect control in coasting.



## AGENCIES.

All applications for agencies will now receive immediate attention.

If you deal in bicycles, or, if you are a good rider, capable of showing up the advantages of an excellent wheel, apply at once for the agency for your locality.

We want live, active men, who will be awake to our interests and their own.

In applying address the Stamford office, and state the probable number of bicycles at present in use in your town or county.



**A Practical Rear-Driven Safety without Sprocket Chains, Levers, Clutches, or extra friction of any kind.**

**SIMPLE. DIRECT CRANK MOTION.**

**⇨ THE LIGHTEST RUNNING WHEEL IN AMERICA. ⇨**

**BALL BEARINGS EVERYWHERE.**

**EVERY SIZE AND FINISH READY FOR IMMEDIATE DELIVERY.**

**LARGE ILLUSTRATED CATALOGUE FREE.**

**THE EAGLE BICYCLE MFG. COMPANY,**  
**STAMFORD, - - - - - CONNECTICUT.**

Mention this paper.



San Francisco, November 5th, 1888.

The Coventry Machinists' Co., Ltd., Boston, Mass.:

Gentlemen—As the year is drawing to a close perhaps you would be interested in knowing how the "SWIFT" has fared in this section as compared with other Safeties. To be brief, there are more "SWIFTS" in use here than any other make of Safety. We have not taken a single "ordinary," or any other kind of machine in exchange, as part payment, for a SWIFT during the season. Not a single SWIFT after leaving our hands has to our knowledge been exchanged for other make of safety or sold to a third party. There is not a second-hand "SWIFT" for sale or exchange. And finally, from present indications there will be more "SWIFTS" sold here during the coming season than any two other makes of safeties.

Yours very truly,

(Signed)

DEVANY, HOPKINS & CO.

|                                    |                                               |                       |
|------------------------------------|-----------------------------------------------|-----------------------|
| WARWICK                            | CATALOGUE READY JANUARY, 1889.                | CYCLE                 |
| <b>THE WHEELS FOR 1889</b>         |                                               |                       |
| ARE                                |                                               |                       |
| THE                                | <b>Warwick Perfection</b>                     | BICYCLE               |
| AND                                |                                               |                       |
| THE                                | <b>Warwick Perfection</b>                     | SAFETY.               |
| WHEELMEN LOOK OUT FOR THEM.        |                                               |                       |
| ≡ Agents * Don't * Get * Left ≡    |                                               |                       |
| WRITE FOR DESCRIPTION.             |                                               |                       |
| LOOK OUT FOR THEIR TANDEM BICYCLE. |                                               |                       |
| MFG. CO.                           | A. KENNEDY-CHILD, Superintendent of Agencies. | SPRINGFIELD,<br>AS S. |



Jamaica Plain to see a girl with red hair and a mole on her cheek as big as a ten cent piece, and there hour after hour I was compelled to lean up against a tree and listen to the sickening sentiment with which you regaled her."

Then it laughed a low, hollow laugh, and said reflectively: "But it was fun that afternoon the hammock broke down and both of you went sprawling on the grass."

The hard, severe look returned and it went on.

"Not content with riding me yourself you loaned me to novices who twisted my backbone all out of shape and gave me many a knock and tumble in their attempts at riding."

Do you know, though, and its look softened a bit, "I think I know from experience what a pure amateur is."

Then uncrossing its wheels it stood upright, and pointing a handle-bar at me, it said:

"But that's all over now. I've stood it just as long as I am going to. You and I have got to come to an understanding, and that, too, in short order."

Then advancing a step nearer it shook its pedals in my face and said: "You little thought how patient and long suffering I have been, for at any time I could have broken your precious neck had I been so disposed. I have given you a 'header' now and then, when I have held in as long as I could, and once I marred your complexion so that your Jamaica Plain beauty, with the mole on her cheek, took you for a tramp and called the dog when you went there to call, but I have never done you any serious injury."

But patience has ceased to be a virtue, and right here and now I purpose having satisfaction."

I tried to speak, but before I could utter a syllable it commenced to strike me with its pedals, aiming all its blows with unerring accuracy at the pit of my stomach. I tried to ward off the blows, or to escape, but in vain. Then for a moment it ceased striking and I thought the attack was over, but no, it jumped upon me and with the small wheel struck me again and again. At last, with a tremendous effort I sprang from my chair, and seizing the bicycle threw it on the floor and falling on it held it there and shouted at the top of my voice. When I came to, my bicycle was on the floor and I was on top of it.

"A."

### TERTIUS.

I AM back from Baltimore; I mean a part of me is.

The rest of myself is scattered around in the classic mud of Maryland's shining shore.

I'm a wreck!

But Great Scott!

You ought to see Secretary!

He is a smashed cyclone, a demoralized blizzard, a reversed tornado, a paralyzed hurricane; he is a bike without spokes, a watch without a mainspring, a locomotive without a boiler, a piano without strings.

Jerusalem!

It happened this way:

In my last letter I said "I would have a run before the year ended if it took a lung."

Well!

When I got my bike in shape for running "a right, smart heap o' weather had done sot in," as Secretary would say.

So I thought a think.

Why not run down to Baltimore, see Secretary, and have an old-time "run" with him?

At the same time I could pay him that ten cents which I suppose is due him. I say "suppose," because I am not sure about it. You see, I asked Secretary to have a "shandy gaff" with me one day; a "shandy gaff" is a fifteen-cent drink; Secretary said that he would take a five-cent cigar and ten cents? He duns me for that dime in his last letter, so, says I to myself, says I, "he shall have it."

I took the night express and reached Baltimore the next day. Baltimore is celebrated for oysters, beer, niggers, pirates, lovely women, brick sidewalks, monuments, red clay, the Secretary, mules, mud and a riot.

I went over to the club house, met Secretary, paid him the dime, set up a bottle of Mumm, was treated to a "two fer" cigar, borrowed a bike, and then, like lambs at play, Secky and I started out for a run.

Ah me!

Can mortal tongue tell? can mortal pen picture the events of that day?

I wot not.

Yet, in my feeble way, I will take a shy at it.

"Where shall we go?" said he.

"Damfino," said I.

"Let's run down to Washington," he suggested.

"How far is it?" I asked.

"Between forty and fifty miles," he replied.

"Washington it is," said I.

So we started.

At first we jogged along slowly—probably fifteen or twenty miles an hour—my friend making things interesting by pointing out celebrated landmarks. Here was a large oak tree with cleft trunk, which was caused by Secky's running into it with his bike; there, a chasm thirty feet wide, which he had leaped at a bound, with his bike on his shoulder; anon we crossed a railroad, and my friend suggested that we ride down it.

"Rather rough," I remarked.

"Rough?" he echoed. "Why, Tertius, the rails are smooth as glass."

I caught on.

It is quite a trick to run a bike on a single rail, but after slipping off a few times I steadied down, and we just hummed.

I was on the right hand rail and Secky was on the left. I saw that Secky was rushing me, so I clinched my teeth and humped.

Faster and faster.

The telegraph poles formed a thin, hazy line.

Faster and faster!

We passed Odenton like a flash, and a few seconds later were in Bowie—ten miles away.

Then something happened.

Just beyond Bowie the road takes a sharp turn, curving to the south. Around this curve we rushed at a speed which only light or electricity could equal. And then—

Horror of horrors!

We met an express train!

The engineer would not turn out and we could not.

Scarcely two miles separated us, and before Secky or I could reach for our brakes we struck the train.

Our bikes behaved nobly.

They cut through the outer edges of the cow-catcher like cheese, lopped off the little wheels and big driving wheels of the engine, and then we stuck.

The shock flung us clear over the train and landed us, kerplunk, in the Eastern branch of the Potomac, near Bladensburg, not more than ten or twelve miles away.

The shock was terrible.

I landed in the mud, battered and bruised, but, luckily, no bones were broken.

I waded ashore, dragging my friend behind me.

Poor, poor Secky!

One of his own shoes—number twelves, too—had hit him in the back of the head, and the other had slugged him under the chin.

The gray matter of his brain was joggled out of place, several teeth were loosened, one of his generous ears split, both eyes in mourning, and in fact he did not look at all nice.

I brought him round with a gallon or two of kerosene, and returned home, where I am slowly recovering my normal condition.

Yours truly,

TERTIUS.

### THE "TRIPLET" QUADRICYCLE TAKES ANOTHER RECORD.

THE Rudge Triplet Quadricycle, with S. G. Whittaker, E. Ox-borrow and Jack Lees "up," did the half-mile road record in great shape Dec. 19, to the tune of 1m. 9 4/5s. The distance on the Menden road near Coventry was measured by S. Golder. The wind was strong and a head one, and the road was rough. The timers were S. Golder, F. W. Allard and S. G. Woolton.

### "WHEW!! A MILE IN 2.18 1/5."

WE clip the following from the *Cyclist* of 19th ult., and we shall await verification with bated breath: "Just as we are going to press we learn by wire from Buckden, that a mile has been ridden in 2m. 18 1/5s., on Phillips' 'Triplet' cycle, with Whittaker, Ox-borrow and Lee up. Timekeepers, Rowe, Hillyer and several others. The roads grand."

[LATER.—The *Cyclist* of the 26th is at hand but a careful scanning of its pages fails to reveal any further reference to the above claim. Can it be a canard? And yet the Rudge people are advertising the record (?).—ED.]

### HILL CLIMBING AT WASHINGTON.

"LAST week at Washington, D. C., several pedestrians witnessed Mr. E. F. Rosenberg break the previous records of hill climbing, held by P. M. Harris, of New York, at Sixteenth street and Boudary, commonly known amongst wheelmen as Stand-Pipe Hill. He made fifteen round trips in forty-one minutes, without a dismount, and rode his forty-six-inch Springfield Roadster. His intention was to make twenty-four round trips, but his timekeeper refused to wait longer on account of the chilly weather. Among those who witnessed the remarkable feat were Messrs. Ide, G. V. W. Knox, Dr. Lee and Hills, of the Washington Cycle Club, and many others."—*Exchange*.



## A PILGRIMAGE FROM FRANKFURT TO BAYREUTH.

BY T. A. SPENCER.

(Concluded.)

EACH act lasted an hour, and with an intermission of one hour between the acts, brought the performance up to ten o'clock. There was a great rush after the performance, some hurrying to get a seat in trains for various directions, others to get a seat in the most popular "kneipe" or beer restaurant. This latter is known as "Angermann's." Wagner used to sit there of an evening and drink his glass mugs of the celebrated Munich beer, and smoke. The place is a classical resort devoted to very unclassical uses. The entry is dark and forbidding. Immediately at the right is a chamber about twenty feet by seven feet, with low arched ceiling, and decorated with scenes born in the artist's mind. When we arrived the place was already packed, and people were eating and drinking from planks placed on beer kegs in the entry. Places had been reserved for us and we took our seats. At our table sat Wm. Steinway, of New York, Herr Scheidemantel, one of the leading baritones, Herr Halier, first violin in the orchestra, two or three male singers of less repute, and several chorus girls. At the other table sat noted German music directors, singers and actors, as well as a mixed collection of members of the common herd. During this season Bayreuth is cosmopolitan to the last degree. Everybody addresses everybody else, without previous introduction, and all the iron-bound rules of German conservatism are utterly ignored. The revelry was carried on until early morning, but we discreetly retired before midnight. On the following morning we heard a familiar sound of wheels, and we looked out upon a party of a dozen wheelmen, who, we learned, had followed in our tracks from Bamberg. They had come to see the second performance. The German wheelmen wear the most undignified and inappropriate head-gear I have ever seen on wheelmen anywhere. Several were supplied with willowy riding whips to chastise impertinent dogs and small boys with. These are carried in a nicked socket at right angles to the handle-bars. One of these doughty cyclists must have tried to ride down a hill which we discreetly walked down. We judged that he had climbed over the handle-bars and tried the quality of the road with the skin of his face and temple.

On the following day we attended the performance of "die Meistersinger." This was in direct contrast to "Parsifal" in its object and character. It was light and amusing. It is regarded as Wagner's nearest approach to comic opera. The old adage, of familiarity breeding contempt, was fully exemplified in ourselves. We approached the building and took our places in a much less awe-stricken spirit than on the day before. The usual visit to "Angermann's" followed.

The following morning saw us under way, refreshed and impatient for new hills to conquer. We reached them soon enough—and were conquered. Near the bottom a troop of dirty peasant boys rushed out and fell in behind us. Soon a brown arm and hand reached under my arm, and grasping my back-bone, or rather that of my machine, began helping me push up the hill. The same happened to E. It meant a "trink-geld" at the top, of about two cents, but as we hadn't gotten tired yet, we, with some difficulty, shook the urchins off. It was evidently their custom to approach every wheelman that passed in the same way, and many had no doubt availed themselves of their services. A climb of about twenty minutes brought us to a similar rolling plateau as that on the other side of the valley. We passed from this, however, into a most charming valley, very narrow and with precipitous wooded sides. We stopped for dinner at a small post hotel. Beyond this we had more climbing, with a subsequent and delightfully long coast. The character of the road was, as usual, superb, and so we bowled along at a good pace and covered about forty miles during the afternoon. Towards evening we were so high up in the mountains and the temperature was so low that our teeth fairly chattered upon mounting after a short halt. The remainder of our ride took us through an almost level country with uniformly fine roads. On the day next to the last of our tour we rode in and out such a way as to pass through five provinces. Three were petty duchies, of which one rarely hears outside of Germany. After a spin of about thirty miles on magnificent side paths we rode into Leipzig.

This ended our tour, and the greasy, muddy pavements gave each of us the first fall we had had in a trip of nearly 250 miles. Our actual riding time was about forty-five hours. The trip was novel, lay through charming country, and presented roads which it would be difficult to equal for the same distance and under similar conditions. We always avoided putting up at large towns, and in this way our expenses averaged about \$1.50 a day.

Our wheels were ignominiously packed after doing us such good service, and we parted company, the one bound for London, the other for Berlin.

THE END.

## THE EAGLE BICYCLE.

(See page 153 for cut.)

FOR some time past we have solicited information from the proper source in regard to the intentions of the Eagle Bicycle Mfg. Co., of Stamford, Conn., but we were always met courteously by Mr. L. B. Gaylor, the Vice President, with the reply that "all in good time and when the Eagle Bicycle Mfg. Co. is ready to place machines on the market we will give you the information." That this firm is now ready to announce will be appreciated by our readers after reading this article and their advertisement on page 153.

It will be of interest to know who are the men back of this new enterprise and we therefore print the names of the officers and directors.

Officers—C. H. Lounsbury, President; L. B. Gaylor, Vice President and Superintendent; D. H. Clark, Treasurer; E. S. Walsh, Secretary.

Directors—Hon. W. T. Minor, Hon. E. L. Scofield, Chas. H. Lounsbury, Walton Ferguson, D. H. Clark, Charles Gaylor, Dr. I. F. Wardwell, E. S. Walsh and L. B. Gaylor.

The company's headquarters are at Stamford, Conn., and we believe it is their intention not to manufacture any other machine except the one which is the subject of this article. It is claimed for

## THE EAGLE BICYCLE

that it possesses the elements of unsurpassed speed, lightness, strength, absolute safety from headers, easy running, a positive and powerful direct acting brake. In its make up none but the best steel forgings are used, and nothing has been spared to produce a first-class wheel in every particular. In view of the fact that the company sent us only one cut, we must refer our readers to page 153, where they will find the cut used in the advertisement of the Eagle bicycle.

The strong point in the rear-driving safeties is that the rider is propelling the machine from a fixed axle and that the driving and steering are accomplished by different wheels.

The Eagle has these two very strong points with the further point that the driving is done by cranks directly on the wheel without the auxiliaries of chain or gear.

Fully 90 per cent. of the weight of the rider is on the driving wheel, where it should be: in fact, after a rider has mastered the Eagle the front wheel can be said to "skim" the ground instead of rolling over it.

The steering is very easy and the machine can be run without hands after very little practice. It will be noticed that there are two steering centres, one near the head and one just over the small wheel.

The front forks are curved so that the tendency is to *draw* and not *push* the wheel over the ground.

The brake is powerful, and the lever is brought out to the end of the right handle-bar and is applied in a similar manner as that of the ordinary.

The saddle is adjustable for stretch and also for tilt.

The large wheel has 64 direct spokes fastened by a neat sleeve and nipple to the rim.

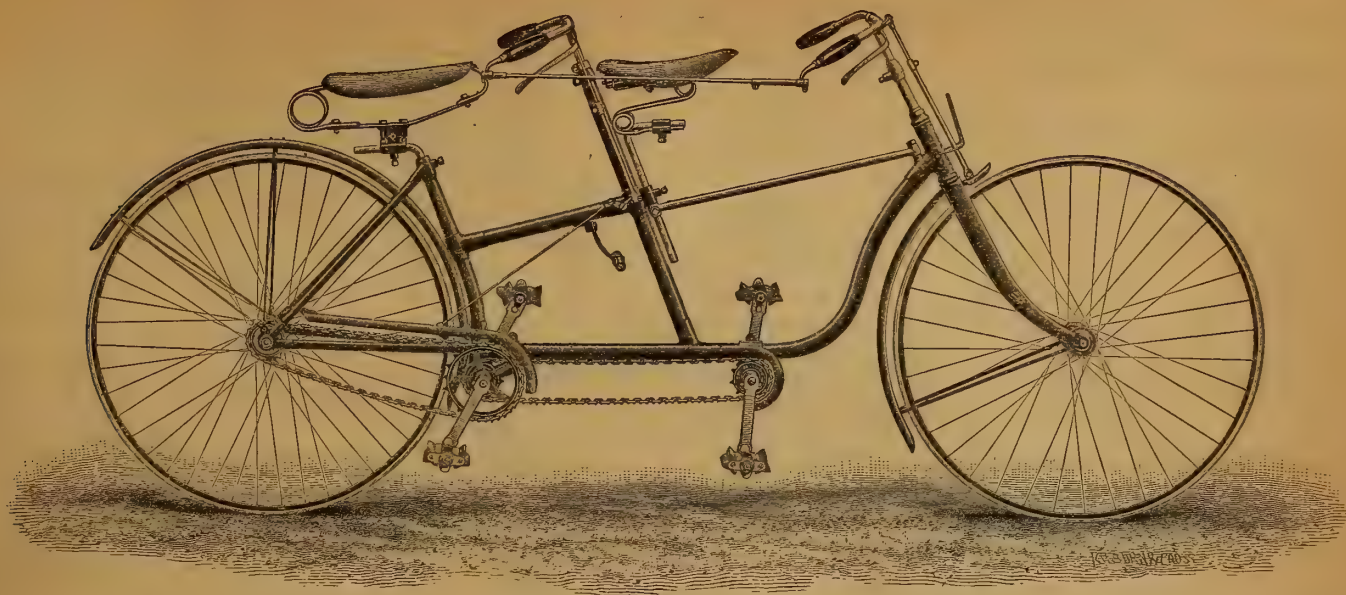
The bearings are of the best Bown adjustable pattern, to both wheels and to the pedals.

The handles are pear shaped, vulcanite, and the bar is bent well back, so as to be under control of the rider.

The mounting is done by the pedal. In connection with this we clip from the Eagle catalogue the following: "The Eagle is easy to mount. We do not mean by this that any person without knowing how to handle this bicycle, can get at once into the saddle without any difficulty. But we do mean that when a person has once leaped to ride the Eagle well, there is no wheel made which is more easily or quickly mounted, the fact that it has only pedals for a step may to some seem an objection, while to others who have been accustomed to mount by the pedal, the following explanation is of course unnecessary. It is well known that in learning the pedal mount on the 'ordinary' the greatest difficulty encountered is the danger of taking a header simultaneously with the mount, and many after one or two such experiences give it up and satisfy themselves with climbing on by the step. The form of the Eagle, however, is such that no matter how clumsily the rider may throw his weight upon the pedal, the machine cannot tip forward, and he has only to give his attention to properly steering it to prevent it from falling sideways."

The Eagle Co. are in the market with the intention of pushing their machine for all it is worth; with this end in view, it is the desire of this company to secure the services of live responsible agents in every town and city in the country. To such we would advise that they address the Eagle Bicycle Mfg. Co., Stamford, Conn., and full particulars can be procured.





THE COLUMBIA TANDEM SAFETY.

THE Pope Mfg. Co. score another "first" in producing the first tandem safety bicycle ever built for the market in the United States. The "dwarf" machine in its different forms of single and double has come to stay, and will be one of the most popular mounts of the coming season. The Pope Mfg. Co. forecast the public taste by producing a machine of this type, and we are confident that their enterprise will receive a fitting and substantial reward.

THE FRAME is made of the regular seamless steel tubing used by this firm and is braced at every point possible to secure strength and rigidity. When a lady is to ride, then the brace that extends from the front seat rod to the frame back of steering head is removed. It is recommended that when two men ride the machine, that this brace be kept in position.

THE STEERING can be controlled by the front or the back rider by means of the adjustable connecting rod shown in the cut. This rod is detachable and the steering can be all done by the front rider if desired. The handle bars are each of one piece of the best seamless steel tube, strengthened in the middle by an inner tube to provide against breakage, and curved to bring the handles into the proper position. They are keyed into the straight arms by semi-tubular taper keys, which can easily be withdrawn when this is necessary.

THE BRAKES are applied to both back and front wheel. An adjustable plunger brake applying directly upon the front tire is under

the control of front rider, while a well connected and powerful lever-spoon brake at the rear is under the control of the back rider.

THE WHEELS are thirty inches, solid crescent felloes, forty-four tangent spokes to driving wheel and thirty-six tangent spokes to front wheel. The tires are 7 1-8 endless moulded best quality rubber.

THE BEARINGS are similar to those used on the Light Roadster Safety, and are made with a full appreciation of the requirements of a double machine.

THE DRIVING GEAR is made carefully and with reference to the great strain that must be put on it. The Ewart chain is used, and the fact that under test it bears a strain of 2,000 pounds before breaking sufficiently demonstrates its strength. The regular gear is 57, though it can be fitted with a 54 or a 60 gear if desired.

KNOS CRANKS are used and the throw is adjustable to 5 3-4, 6 1-4 or 6 3-4. If desired, cranks can be fitted for 5, 5 1-2 or 6 throw. The Columbia double grip ball pedals are fitted, but in case parallel pedals are preferred a reduction of \$5 will be made from full list price for each pair. Adjustable L seat rods. Harrington cradle-spring, with Knos adjustable saddle front, and Kirkpatrick saddle rear. Detachable steel-wire lantern bracket. Foot-rests. Guards to both wheels and chains. Tool-bag, with Columbia B. & S. monkey-wrench, screw-driver and oil-can. Weight, 82 pounds. Finish, enamel and nickel tips. Price fitted with ball pedals \$200, with parallel pedals \$190.

#### THE ELWELL EUROPEAN TOUR.

*Editor Bicycling World:* As a cyclist who has been on three of F. A. Elwell's tours, I want to say a word about the proposed European tour for next summer. His method of conducting them leaves to every man his own liberty of riding at whatever speed he chooses, with whom he wishes, and of stopping for lacteous fluids as often as he needs a bath. The cost of the trip, \$400, is exceedingly low, and he will make no money from it, as I personally know he did not come out even on the other tours. Every other wheelman who has been on one of his tours can testify to this. He is always ready to sacrifice his own comfort for his companions, and his expedient resources always bring everybody through all right. The riders he collects together in his tours have invariably been quiet, gentlemanly wheelmen, who are a credit to the sport. I would not miss going on this European tour for twice its cost, and will guarantee the jolliest trip of his life to every one who goes.

JUNIOR E. BEAL,

Michigan Division Representative.

[We most heartily endorse the above words of praise. Those who attended the several tours down East and to Bermuda, under Mr. Elwell's management, will bear us out in saying Mr. Elwell is a very prince of leaders in tours.—ED.]

LOUIS HARRISON, one of the best known cyclers among the old-timers, and at one time the editor of the *WORLD*, has returned to this country after a residence in Paris of several years. We hope soon to see Mr. Harrison in Boston, and then we shall learn his plans as to his future residence.

ALTHOUGH it is nearly two months before the Presidential election the political pot is already boiling pretty hot.

THE late Wm. Woolsey, of Hartford Co., Md., bequeathed in his will the sum of \$60,000 to be used in turnpiking the roads of that county. The sums specified to be expended on certain roads are as follows: On the road from Belair to Churchville, \$10,000; road from Churchville to Havre de Grace, \$20,000; road from Churchville to Darlington, \$15,000. Equal sums, per mile, are specified to be used on the roads from Churchville to Aberdeen, and from Churchville to Calvary.

THIS talk about Pennsylvania being disloyal is all bosh and twaddle. If people imagine that a large body like the League can be run without the managers being criticised they are very much mistaken. And yet we find the so-called "disloyalty" of Pennsylvania to consist merely of a certain amount of criticism which may not be entirely just. If "criticism" and "disloyalty" are synonyms, then we fear we must be placed on the side of the naughty rebels. A truce to this "disloyalty" racket!

THE Rhode Island Wheelmen, of Providence, held their second annual New Year's Eve stag party Dec. 31, 1888, at their club house on South Main street. There was a large attendance and refreshments were served about 10 P. M., and to which the party did full justice. Captain Speirs also called a club run for the same evening, and at 11.45 P. M. eleven of the most venturesome members followed their Captain over slippery pavements and sticky roads for an hour and a quarter. When arriving back at the club house they dispersed, every one pronouncing the party to be a success.



## Bicycles, Tricycles, Tandems and Safeties.

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All makes, selling without regard to market value, to make room for a large stock of 1889 patterns of Singer Cycles. Make your own price, cash or instalments. All goods guaranteed as represented. Call or send for description.

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(Odd Fellows' Building,)

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This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 144 and 146 Greenwich street, New York.

THE BICYCLING WORLD (established 1879.) The leading cycling paper of America; employs the best writers on cycling subjects, and makes a specialty of practical articles relating to cycling. All the news, carefully edited and given with dispatch. One Dollar a year.

Postage stamps not received in payment.



LEAGUE HEADQUARTERS:

12 Pearl Street, Room 27.

ABBOT BASSETT, Secretary.

MR. SHRIVER raises the point regarding the filling of vacancies in the office of delegate to the National Assembly which are created by the increase of membership. The case under discussion arises because we have no code of by-laws in harmony with the Constitution. It has seemed to us that a liberal construction of the Constitution would allow each State to make such rules as it shall choose for the filling of vacancies in its delegation to the National Assembly and we have so advised in several instances. But if the rule is so hard and fast, as Mr. Shriver insists, it is just as well for us to know it now. We have laid the matter before the Executive Committee with a request that they consider the matter and render a decision. The vacancies announced in the BULLETIN were not all as Mr. Shriver seems to think, created by increase, but in some of the States elections that should have been held during September, have never been reported at this office.

THE Executive Committee held a meeting in New York last week and, among other work, they investigated the charges made against Mr. C. H. Luscomb who, it is alleged, issued a circular in the name of the League, favoring the election of Governor Hill of New York. The result of the investigation is given in the communication published this week. The statement made by Mr. Luscomb was satisfactory to the Committee but it has been thought best not to give his defence at this time. At the February meeting Mr. Luscomb will present the annual report of the Rights and Privileges Committee, and he promises to deal with the subject at that time, giving a history of the case and the reasons which called for the circular. This will bring the matter officially before the National Assembly and every member may then put himself on record in the case. This has been thought to be a better way to deal with the question than to set and on foot a newspaper discussion.

THE Texans are moving for new roads.

At a recent meeting of the Dallas County Road Convention, Col. J. B. Simpson stated the object of the convention to be to help the county out of the "slough of despond" into which it drops every winter, and sometimes during the summer. His idea of relief lay in securing a fund ample to build four great lines of thoroughfare through the country, running to the cardinal points or in such directions as the judgment of the county commissioners, might decide. He was in favor of issuing a million dollars bonds for road construction. The county, he said, was now wasting annually in the construction and repair of highways about \$50,000, an amount sufficient to pay interest on \$1,000,000 at five per cent, at which rate there would be no trouble in placing the bonds either in this country or in Europe. The people to be brought into the country by improved roads would, he said, pay their quota to the interest and sinking fund, and as property advanced the requirements would be met still easier. The question in a nutshell was, were the people of Dallas county prepared to continue a wasteful course or would they, without an increased expenditure, resolve upon having a system of good macadamized roads, with the additional stimulant to their property that an expenditure of a million dollars would entail. Regarding the constitutional features of the case the consensus of opinion of able lawyers was, he said, that there was no constitutional inhibition against action by the Legislature authorizing the issuance of the bonds.

The following resolutions were passed:

Resolved, That it is the sense of this convention that a wise and conservative general law be passed at the next session of the State Legislature authorizing the various counties of the State, under restrictions to be provided by law, to issue public road bonds, not exceeding 4 per cent. of the taxable values in each county, said bonds to run not less than twenty years, and to bear not more than 6 per cent. interest, and to be sold at not less than par value; not more than 33 1/3

per cent. of the whole number of bonds to be issued and placed upon the market in each of three years; ample provision to be made by law, out of the fund, to keep constructed roads in good repair.

Resolved, That a committee of three be appointed to confer with the Representatives-elect from this county in respect to the framing of an amended road law for this State, and that such amended road law be framed by said committee and presented to the next Legislature.

Resolved, That the acting County Judges of Dallas county be requested to correspond with the black land counties of Texas, and cordially invite delegates from all of said counties to assemble at Dallas or Fort Worth on Saturday, the 5th of January, 1889, to discuss the improvement of county roads, and to formulate and recommend to the coming Legislature a satisfactory road law, which shall permit the issuance by counties of a reasonable amount of bonds for road construction.

### Membership Totals.

|                      | 1886. | 1887. | 1888. | *  |
|----------------------|-------|-------|-------|----|
| Alabama,             | 17    | 7     | 14    | 0  |
| Arizona,             | 0     | 2     | 8     | 0  |
| Arkansas,            | 11    | 12    | 11    | 0  |
| California,          | 210   | 344   | 401   | 3  |
| Colorado,            | 50    | 46    | 63    | 1  |
| Connecticut,         | 584   | 642   | 471   | 4  |
| Dakota,              | 8     | 20    | 10    | 0  |
| Delaware,            | 27    | 37    | 45    | 1  |
| Dist. Columbia,      | 72    | 101   | 164   | 2  |
| Florida,             | 10    | 12    | 17    | 0  |
| Georgia,             | 28    | 29    | 16    | 0  |
| Idaho,               | 20    | 3     | 0     | 0  |
| Illinois,            | 491   | 635   | 756   | 5  |
| Indiana,             | 207   | 235   | 194   | 2  |
| Iowa,                | 112   | 150   | 170   | 2  |
| Kansas,              | 76    | 180   | 159   | 2  |
| Kentucky,            | 87    | 98    | 91    | 1  |
| Louisiana,           | 66    | 71    | 56    | 1  |
| Maine,               | 101   | 129   | 144   | 2  |
| Maryland,            | 220   | 289   | 465   | 4  |
| Mass.,               | 1,444 | 1,328 | 1,236 | 7  |
| Michigan,            | 226   | 278   | 354   | 3  |
| Minnesota,           | 108   | 108   | 115   | 2  |
| Mississippi,         | 4     | 3     | 14    | 0  |
| Missouri,            | 258   | 368   | 361   | 3  |
| Montana,             | 3     | 5     | 2     | 0  |
| Nebraska,            | 70    | 115   | 90    | 1  |
| N. Hampshire,        | 144   | 134   | 103   | 2  |
| New Jersey,          | 944   | 865   | 742   | 5  |
| New Mexico,          | 0     | 2     | 8     | 0  |
| New York,            | 1,747 | 2,317 | 2,467 | 13 |
| No. Carolina,        | 12    | 10    | 5     | 0  |
| Ohio,                | 847   | 940   | 946   | 6  |
| Pennsylvania,        | 1,488 | 1,730 | 1,476 | 5  |
| Rhode Island,        | 148   | 179   | 263   | 3  |
| So. Carolina,        | 1     | 2     | 8     | 0  |
| Tennessee,           | 80    | 85    | 114   | 1  |
| Texas,               | 14    | 23    | 35    | 1  |
| Utah,                | 13    | 14    | 10    | 0  |
| Vermont,             | 103   | 92    | 57    | 1  |
| Virginia,            | 58    | 86    | 120   | 2  |
| West Virginia,       | 51    | 56    | 38    | 1  |
| Wisconsin,           | 37    | 88    | 99    | 1  |
| Wyoming,             | 49    | 42    | 4     | 0  |
| Washington,          | 0     | 0     | 1     | 0  |
| Nevada,              | 0     | 0     | 2     | 0  |
| Bermuda,             | 1     | 1     | 1     | 0  |
| Canada,              | 7     | 9     | 9     | 0  |
| England,             | 2     | 4     | 4     | 0  |
| Nova Scotia,         | 4     | 4     | 8     | 0  |
| Switzerland,         | 0     | 0     | 1     | 0  |
| France,              | 0     | 1     | 0     | 0  |
| Austria,             | 0     | 5     | 0     | 0  |
| Members ex-officiis, | 0     | 0     | 0     | 11 |

Totals, 10,264 11,939 11,948 101

\* National Assembly.

The allotment of delegates to the National Assembly is made on the basis of membership September 1st. If the Executive Committee shall decide that the Divisions are entitled to fill vacancies made by increase of membership the Assembly will be increased



by one delegate from each of the States: California, Massachusetts, New York, Pennsylvania and a Vice Consul from Tennessee. Of the members ex-officiis eight are members of the Assembly otherwise, and the total of the Board is decreased thus much so far as the February meet is concerned.

From the Executive Committee.

The Executive Committee having investigated the issue of the circular in New York State in favor of the support of Governor Hill by the wheelmen, find that the circumstances attending the matter were such that there was no other course consistent with the honor and interests of the L. A. W. than the action taken by the chairman of the Committee on Rights and Privileges. That while the matter of how far the L. A. W. shall participate as an organization in political contests is a question for the National Assembly alone to determine, the conditions present in New York State at the time of the issue of the circular, called for immediate response from the representatives of the organization.

T. J. KIRKPATRICK.  
H. W. HAYES.  
W. S. BULL.

Connecticut.

In consequence of Wm. Darrow not being a resident of New London, I appoint A. G. Fisher of New Haven on committee of Improvement of Highways in his place.  
C. E. LAROM, C. C.

Delegates to the National Assembly, L. A. W.

Editor of the Bulletin:

Dear Sir—Please do not consider me unduly censorious if I ask whether the vacancies in the National Assembly, announced in the current Bulletin, are vacancies caused by death, resignation etc., or by increased membership in the several Divisions and in either case, under what authority Chief Consuls can fill vacancies by appointment. The new Constitution provides, Article IV, Section 1, that the National Assembly shall consist of certain named officials, "to be elected as hereinafter provided," among whom are "Delegates from the several Divisions and Sub-Divisions." Section 2 says that "each Division shall elect a Chief Consul, etc., annually, between the 15th day of July and the 15th day of August;" and Section 4 that "each Division Board of Officers (whose constitution is prescribed in Section 3) shall hold its annual meeting in the month of September and shall then elect from the Division one Delegate for each two hundred members upon its roll on September 1st;" and that these Delegates with the Chief and Vice Consuls, "shall constitute the National Assembly." Nobody, therefore, has any business in the National Assembly except a Chief or a Vice Consul elected by a Division between July 15 and August 15, a Chief Consul elected by a sub-Division of 50 or more as appointed by the President to rule over a sub-Division of less than fifty or a Delegate elected by a Division Board at its September meeting on the basis of apportionment unalterably fixed at September 1st. There is no provision for expansion by growth between September 1st of one year and September 1st of the next year and no provision for filling vacancies, however caused, except that the President may appoint if a sub-Division fails to hold an election of Chief Consul when entitled to do so. The invariable rule of all constitutional instruments is that when no way of filling a vacancy is provided for, it can be only filled in the manner of original appointment or election. The vote of the Baltimore Meet to adopt the old By-Laws as far as applicable to the new Constitution, until new By-Laws are prepared, does not govern in this case. The By-Laws are necessarily inferior to the Constitution and that having defined who shall constitute its governing body and how they are to be chosen, the By-Laws cannot alter that definition by adding any other persons whatsoever. Moreover, the old by-Laws deal only with a Board of Officers and know nothing of a National Assembly, which is a new creation of a new Constitution. Under the circumstances, therefore, it would seem that no Chief Consul has the right to make any of the appointments called for and that no vacancies even exist if it is for the purpose of representing a larger membership than was upon the rolls of a Division at September 1st.

Yours truly  
E. J. SHRIVER.

eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 172—Total 12—11,960.

BOSTON, Jan. 4, 1889.

CALIFORNIA DIVISION—1—402.

L. A. Wheelmen.

21213 McDonald, W. S., Wilmington

DELAWARE DIVISION—1—46.

Unattached.

21222 Bertolette, L. C., P. O. address, London, Eng., Wilmington

KANSAS DIVISION—2—161

Emporia Bi. Club.

21214 Brodie, A. F., Emporia

21215 Collins, C. H., "

OHIO DIVISION—1—947.

Unattached.

21219 Glen Dening, Byron M., Celina

PENNSYLVANIA DIVISION—5—1481.

Frankford Bi. Club.

21216 Butcher, Wm., Sandyford 23 Ward, Philadelphia

21217 Crocker, Geo., Globe Machine Works, Frankford, Philadelphia

21218 Crankshaw, Henry, 4320 Frankford ave., Frankford, Philadelphia

Wilkes Barre Bi. Club.

21223 Alexander, Wm. F., 22 Jackson st., Wilkes Barre

21224 Levan, Louis E., 181 So. Washington st., Wilkes Barre

RHODE ISLAND DIVISION—1—264.

Unattached.

21220 Barclay, Wm. H., Evening Times, Pawtucket

TENNESSEE DIVISION—1—115.

Nashville Bi. Club.

21221 Newson, Chas. A., care J. I. Newson, Nashville

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FIRST VICE PRESIDENT,

H. W. HAYES,

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16 West Eagle street, Buffalo, N. Y.

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W. M. BREWSTER,

309 Olive Street, St. Louis. Mo

SECRETARY,

ABBOT BASSETT,

12 Pearl Street, Boston, Mass.

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T. J. Kirkpatrick.....Springfield, O.

H. W. Hayes.....Boston, Mass.

W. S. Bull.....Buffalo, N. Y.

Membership.

G. Carleton Brown.....Elizabeth, N. J.

Frank C. Blodgett.....Detroit, Mich.

Alfred Ely.....Cleveland-O.

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Chas. H. Luscomb.....280 Broadway, N. Y.

J. S. Dean.....care *Bicycling World*, Boston, Mass

A. Moore Berry.....421 Olive street, St. Louis, Mo

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Dr. Wm. H. Emery 1177 Tremont street, Boston, Mass.

W. W. Share.....P. O. Box 22, Brooklyn, N. Y.

Henry Crowther.....P. O. Box 1582, Philadelphia, Pa

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Stephen Terry.....Hartford, Conn.

Chas. S. Butler .....263 Main street, Buffalo, N. Y.

H. S. Livingston.....Cincinnati, Ohio.

Care Seasingood, Menderson & Co.

Racing.

C. S. Davol.....Warren, R. I.

George S. Atwater ; 206 Penn. av., Washington, D. C.

Col. George Sanderson.....Scranton, Pa.

George Collister.....Cleveland, Ohio.

Care Davis, Hunt & Co.

W. M. Brewster.....309 Olive street, St. Louis, Mo.

H. H. Hodgson.....New Orleans, La.

Transportation.

Burley B. Ayers, 153 S. Hoyne avenue, Chicago, Ill.,

Chairman, with other appointments yet to

be added to this committee.

League Members who desire a change of address

should notify the Secretary, Abbot Bassett, Box 5267,

Boston, sending their old address and 1888 number.

Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find \$ for initiation fee and dues in the League of American Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed,

Club, P. O. Address,

References: City

State,

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is \$1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance.

If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose \$1.50 with the application, after that date, and until April 30, 1889, enclose \$1.25.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be



# "'Tis Mightier than the Pen."

---

UNCEASINGLY at it--writing, writing, writing--good writing, bad writing, worse writing--sometimes can read it when it is warm, seldom when it is cold--sometimes the receiver can translate it--sometimes he can't--waste of time, waste of labor at both ends. The pen is old-fashioned--the progressive business man, the intelligent professional man, the live clerk, and the modern student type-write; some 40,000 of them use the World Typewriter. 'Tis a wonderful little machine, as simple as a primer, yet strong, durable, practical; and anyone can with practice easily write thirty-five words a minute. A Single-Case World costs \$10.00, a Double-Case World, which writes seventy-two characters, \$13.00. Live Agents Wanted. Address Typewriter Department, Pope Mfg. Co., Boston, New York. Chicago.



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THE Columbia Calendar for 1889, although on the same general lines as its predecessors, shows marked improvement. The leaves are not pasted, but sewed at the end, so that any leaf can be immediately turned to. The stand is made of pressed pulp, handsomely gilded, and practically indestructible. There is ample space for memoranda on each leaf, and there are 365 leaves. Although this is the fourth year of the Columbia Calendar, the matter contained upon the slips is fresh and new, and as usual gives much valuable suggestion on the whole broad field of cycling. The Calendar is sent by mail on receipt of twelve two cent stamps. Address Advertising Department, Pope Mfg. Co., Boston, Mass.



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THE  
1878

# BICYCLING WORLD

& BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.  
5 cents a copy.

BOSTON, 11 JANUARY, 1889.

Volume XVIII.  
Number 11.

# VICTOR

# CYCLES



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We claim, That the NEW RAPID CYCLES do not need any such tinsel ornaments.

We claim for the "New Rapid," a reputation as a solid bona fide Roadster, second to none.

## St. George's Engineering Co., BIRMINGHAM, ENGLAND.

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Great Speed and Perfect Safety

—ON THE—

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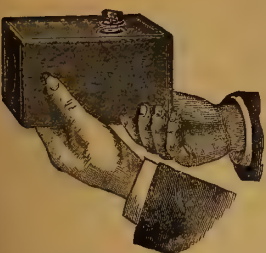
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NEW KNOXVILLE, O.

Mention this paper.



# THE KODAK CAMERA---FOR WHEELMEN.



THE operation of securing views with this camera consists simply of level ing it at the object to be photographed, and **pressing a button.**  
One Hundred instantaneous views may be made without reloading, and a knowledge of photography is unnecessary. The "Kodak" is but about six inches in length, and weighs less than two pounds.  
A handsome russet leather carrying case with shoulder strap forms a part of each outfit.  
The "Kodak" is an article which every wheelman should possess, and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.  
Send for copy of Kodak Primer, containing Kodak photograph.

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"For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." 25 cents. For sale by Bicy cling World Co., 12 Pearl st., Boston.  
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**GRAND CYCLE RAFFLE.** As there are some tickets yet unsold, the drawing has been postponed. Don't lose a good chance. TICKETS \$1.00. E. B. MALLESON, Mgr., Box 344, Hudson, N. Y.

**FOR SALE**—55-inch Columbia Light Roadster; also Veloce Columbia; both 1888 pattern; best condition. Bargains. For particulars address ROBERT L. THOMPSON, Muscatine, Iowa.

**FOR SALE**—Royal Salvo Tandem; A1 condition; used one season only. Price \$150. This is a great bargain. Address GEORGE R. MCAUSLAN, 8 Elmwood ave., Providence R. I.

**FOR SALE**—54-inch Apollo; balls all around; bell and cyclometer complete. \$85. Splendid condition. CHAS. T. RAYMOND, Lockport, N. Y.



One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 144 and 146 Greenwich street, New York.

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We have secured special rates from the following publications whereby we can offer them in connection with the

#### BICYCLING WORLD AND L. A. W. BULLETIN

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12 Pearl Street, - - - Boston, Mass



# THE · SPRINGFIELD · ROADSTER · VOLANT · SAFETY. LIGHT, COMPACT, STRONG AND DURABLE.



We wish to call the attention of the public generally to our new improved VOLANT SAFETY, which we have been induced to prepare to place on the market for 1889 to fill a long-felt want for those who desire to ride and do not wish to stride a high wheel, and for those who wish to purchase a wheel which can be adjusted to fit the whole family from a rider of 44 to 58 inches, and still for those who desire a machine that can be adjusted to them as they grow.

The VOLANT combines features of merit which can readily be appreciated by all. Our walking lever motion enables us to bring the wheels much closer together, thus distributing the weight to better advantage, also making it much less sensitive to steer. It has Ball Bearings all around, runs light, and is strong and compact. We shall have them ready for delivery by Feb. 15th to March 1st. Retail price \$115.

*Descriptive Catalogue Feb. 1st.*

**SPRINGFIELD BICYCLE MFG. CO.,**  
178 Columbus Avenue, - - - Boston, Mass.

## THE NEW MAIL.

**Only wheel with Trigwell's Ball Bearing Head! Has had another year of Extraordinary Success! No breaking down about This Wheel.**

### TESTIMONIALS.

12,890 1-2 miles on a New Mail. Rather a Record for a wheel.

BROOKLYN, Jan. 3, 1889.

Messrs. Wm. Read & Sons—

Dear Sirs: I have ridden your New Mail 12,800 1-2 miles during the past two years, and I find that it stands the hard riding I have put it to admirably.

I would not care to ride a wheel without the ball head which the New Mail is fitted with. In October I rode 1700 miles in 27 days, which is the American record for one month's riding. I do not know of any one having ridden more than the above for two consecutive years, viz., 12,800 1-2 miles.

Respectfully yours,

WM. T. MURPHY,  
Kings County Wheelmen.

BRIDGEPORT, Conn., Dec. 19, 1888.

Messrs. Wm. Read & Sons—

Gents: The New Mail, I must say, is the strongest and best made wheel I ever rode. As I have ridden about all the different makes of bicycles used in this country, and have made a study of the different kinds of heads, I must say that the Trigwell ball head is the most perfect head on the market. I have used it for three years, and have never had it work loose on the road. Yours truly,

W. B. MIDDLEBROOK,  
Bridgeport Wheel Club.

Jersey City, Aug. 24, 1888.  
Messrs. Wm. Read & Sons, 107 Washington Street,  
Boston, Mass.—

Dear Sirs: About one (1) year ago I bought one of your "New Mails." I have ridden it about 2300 miles over all kinds of roads (a great many miles on Jersey City cobble), and it has been true every time. I have

not had a nut loosen in that time, and have adjusted the ball head but *once*. The backbone is indeed "perfection," firm as a rock. I cannot say enough in its favor. There is not, in my opinion, a wheel made that equals it. You can use this as you wish.

Yours respectfully,

J. E. DAY.  
Dec. 25, 1888.

Wm. Read & Sons—

Gentlemen: I cannot pay any tribute to the Trigwell ball bearing head which will do it justice. Only those who ride constantly and hard, and have changed from a cone to a ball head can appreciate what a blessing it is. I have used it for three years over all kinds of roads, and found it simply perfect. It has converted the riders of every manner of machine in this vicinity.

Very truly yours,

WM. H. MEALY.

## LOOK OUT FOR THE NEW MAIL Safety!

Out in February, with the Specialties and of the high quality of the Ordinary. THE BEST YET! Catalogue ready January 25th. Don't order a Safety till seeing ours. Will pay to wait! You can enter your name now for a catalogue. All agents of 1888 of the New Mail are requested to send us their full address *at once*. Catalogue and illustration free Jan 25th. Fine photograph of New Mail Safety now ready for 10 cts. in stamps.

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Published Every Friday

—BY—

THE BICYCLING WORLD COMPANY,

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BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

## TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the *Bicycling World Co.*

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

## EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 11 JANUARY, 1889.

13,250.

THE above figures represent the present circulation of the BICYCLING WORLD AND L. A. W. BULLETIN, and should be full of import and suggestion to our present and prospective advertisers. The above circulation, 13,250, is larger by far than all the rest of the cycling publications published in this country put together. This fact is one that should not be lost sight of, and when our rates are compared with other publications of not much over one tenth the circulation of the BICYCLING WORLD AND BULLETIN it will be appreciated at once that our charges for space are extremely reasonable.

## ANNOUNCEMENT.

BELIEVING that the BICYCLING WORLD AND L. A. W. BULLETIN, with its 13,250 weekly circulation, is a splendid medium for those who advertise, we have determined to go into the field very actively this coming season. In connection with this decision we have made arrangements whereby Mr. W. Neumann will solicit business for our advertising columns in the East, while Messrs. Lindsay & Tayler will represent us in Chicago, Cincinnati, and west of those two cities.

Mr. Neumann is a well-known and very successful canvasser in New York and Boston, and we bespeak for him a continuance of the kind patronage which has been his in the past.

Messrs. Lindsay & Tayler are as well known in Chicago as Mr. Neumann is in New York, and they are spoken of as men who can push a good thing when they have it. That the tools we place in their hands, coupled with their skill as good advertising men, will produce practical results, is in our mind a foregone conclusion.

With the introduction of the gentlemen who will solicit advertising patronage for this paper, we will close by asking the gentlemen in question to take off their coats and fire that 13,250 circulation at the head and reason of every available advertiser in this broad land of ours.

OUR good Governor Ames, in his third inaugural address, recommends the appointment of a Highway Commissioner in the following language:

"The economic and proper construction and maintenance of suitable roads, streets and bridges throughout the Commonwealth is at all times of great interest to the public, and while every community is more or less dependent upon steam railroads for the carrying of passengers and freight, yet all such passengers and freight have to pass over the roads leading to and from the steam roads. The knowledge and skill required to construct and maintain good roads and bridges in the most economic manner requires long experience, combined with good judgment and a special knowledge of the relative value of available materials. I therefore recommend the passage of a law authorizing the appointment of some suitable and skilful person who shall have a general advisory oversight of the roads and bridges of the cities, towns and counties of the Commonwealth, who may be freely consulted by the local authorities without charge, and who shall make an annual report to the Legislature relative to the roads and bridges in the Commonwealth, with such suggestions as from time to time shall tend to promote the public interest."

We call the attention of this recommendation to Chief Consul Emery, with the suggestion that he take advantage of the way pointed out to the League to be of some practical, tangible benefit. If we could have an intelligent and efficient man whose sole business was to secure improved highways, it would be a good thing, and is worth trying for.

GOV. BEAVER, of Pennsylvania, also comes out strongly in his inaugural message, which also has the right ring to it. That State governments are beginning to urge some method of improving the highways is a cheerful omen for the future. A pleasing feature in the Governor's message is that he takes occasion to specially mention riders of the cycle as having rights in the premises. We append the paragraph on roads in the message:

"It is said that the civilization of a country is marked by its roads. If this be true, Pennsylvania cannot claim to have ranked highest in civilization. It is safe to say that no expenditure of public moneys yields so little in return as the road taxes of Pennsylvania. Our entire system of road laws—or rather our road laws which lack system—should be thoroughly revised and codified. They served their purpose when temporary roads were to be laid out and cheaply made through unbroken forests and over lands which had but little value. The time has come when it will be economy, in every way, to build our roads permanently and substantially.

The comfort of our people, economy in the transportation of our products, saving in the wear and tear of vehicles and animals, and the needless multiplication of highways, all demand that the laws governing the laying out and construction of our roads, should be radically reformed and systematized.

This may be considered a matter of minor importance, and yet it affects every inhabitant of the Commonwealth. We must all use at some time or other, in some way or other, our public roads. Their character and condition affect the breeding of our stock, the style of our vehicles, the carrying capacity of the farmer's wagon, and the speed and enjoyment of all who travel them for business or pleasure, either in the carriage, in the saddle, on the bicycle or on foot.

A thorough system should be devised and authorized by the Legislature which could be put into immediate effect by our older communities, and adopted by those which are newer as their ability and the wants of their people might require."

## TOM STEVENS OFF AGAIN ON AN IMPORTANT EXPEDITION.

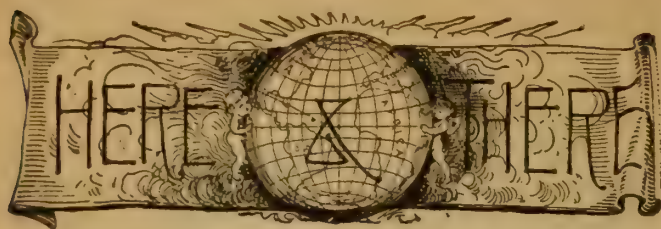
MR. THOMAS STEVENS, who has been retained for some time by the New York *World* as a special correspondent, has been suddenly dispatched on an important expedition for "the *World*."

As the journey is undertaken on the basis of six months' absence all Mr. Stevens' lecture and other engagements for this season will have to be cancelled. Should Mr. Stevens accomplish the object of his present expedition and decide to enter the lecture field upon his return, his value as a platform attraction will be greatly enhanced thereby.

In that case he may be depended upon to do the right thing by those who have been put to inconvenience by his sudden departure on "the *World's*" mission and the necessary cancellation of his present dates, should they desire to secure his services.

Yours sincerely, G. W. TURNER,  
Business Manager New York *World*.





## NEW YORK.

"HAWKSHAW."

MANY years ago, between the covers of some now forgotten school book, I remember reading the fact that from the grim and homely cocoon came the brilliant and gorgeous butterfly. So long ago has this been that I had entirely forgotten the fact until to-day, as I sat, *a la* George Francis Train, upon a bench in Central Park, looking at the throng of gay equipages with their loads of Fashion's butterflies, and then, as the ever-present wheelman rushed hither and thither through the press of carriages, my mind drifted back to the days of long ago, when these wheelmen were little better than outlaws upon the roadways of this same park, and while I thus compared his position then with his freedom now, I thought of this cocoon butterfly affair, though in a much reversed way, since in the case of the butterfly it is an evolution of showy brilliancy from unartistic sources, while with the wheelman it has been a retrogression from the dazzling raiment and equipment of the past, to the sombre garments and makeup of the present. To see the rider of to-day, mounted upon a wheel devoid of the brilliant sheen of nickel plate, with its size shrunken from the towering height of the ordinary to the insignificance of the rear driver, perhaps with no uniform at all, or if so, with one of the utmost severity of color and construction; who would recognize in the cycling cocoon of the present the gaudy butterfly wheelman of the past? Not you or I, Mr. Editor, would we? No indeed, we have both been there ourselves, and our memories here play us no pranks when we call upon them to furnish us with mental views of the dear old dead and gone butterfly of our cycling infancy. But there are thousands now riding where there were dozens then, and it is for the benefit of these that we must conjure up these memories of the by-gone, and by the aid of the camera of the press, photograph them upon the pages of the BICYCLING WORLD AND BULLETIN, so that we may not be accused of being stingy through reserving these artistic likenesses of an almost forgotten past for the sole enjoyment of ourselves.

'Tis said that a "thing of beauty is a joy forever," then judged by this standard the butterfly of the elder-day was not "a thing of beauty," since he endureth not, and having passed away remains only "to memory dear," and his place in the eyes of the multitude is to-day filled by the cocoon of the less poetic, perhaps, but more practical rider of the present, from which cocoon has been spun the mighty silken web of the L. A. W. and its thousands of members. Let me picture a little more definitely one of these butterflies as I remember them. Take the dead and buried Mercury Club of this city as an example, and let us see if Solomon in his best ready-made suit ever held a candle to them for gorgeousness of raiment. Their uniforms were made in Paris, at a cost of \$50 per man, and consisted of a royal purple velvet coat, knee breeches of white doeskin, with stockings and jersey of purple silk to match the color of the coat, topping all of this was a diminutive polo cap, projecting upward from each side of which were two large gilt wings, in a supposed imitation of those pictured as springing from the head piece of their Mercurial namesake. This, when mounted up a full nicked wheel weighing nearly a hundred pounds, with fifteen-inch handle-bars which were continually knocking the wind out of the butterfly as he struggled to reach the pedals of a machine at least two sizes too large for him (for your true butterfly despised to be mounted upon any bicycle whose pedals he could reach in any other manner than with the tips of his toes), while his leg was extended to its fullest possible length, gives you a true and unexaggerated pen portrait of this theatrical pioneer of the cause of cycling. He's gone now, never again to flash across the vision of a startled public, and the cocoon that has succeeded him, in his homely but serviceable covering of gray or brown, is certainly an improvement much to be desired. But still, like all old people, you and I, Mr. Editor, will often find ourselves wishing we were back to the good old butterfly days of our cycling careers, which, despite its many faults and failings, carried with it so much of the pleasures of novelty and youth, that now even with all the cycling improvements that exist we cannot find because of the satiety and age that has

fallen upon us. *Vale!* my dear old butterfly. You are but one of the many brilliant colorings of our youth that has faded into the obscurity of our old age. You were too beautiful to last, and you live henceforth but in the fond memories of the "old-timer," who will cherish you for what he thought you to be, mistaken though perhaps he was.

YOUR St. Louis correspondent, "Linneus," says that when the Chicago flyer, Lumsden, runs against the Stone wall of St. Louis' racing champion, that the wheelmen of the last named city "will all put their pile on Stone;" sort of a "stone pile" as it were.

DON'T think I am going to act the part of a reviewer when I follow the above item by yet another based upon an extract from another of your able corps of contributors, for I am not, but really, when "Ariel" speaks of taking "a spin up the River drive, along the frozen banks of the Schuylkill, with the thermometer somewhere near ten above," and winds up the account of his pleasant experiences in doing so by further stating that he hopes "it may be thus all winter," I am led to believe that cycling has undergone a greater change than most of the "old timers" are aware of. Surely Conant Foster had not such a ride in mind when he penned these lines:

"Come! mount and away! Let the tuneful lay  
Flow on to the treadle's timing;  
Yet, tarry, I pray—for a moment stay,  
And list to the water's rhyming."

Much I fear, that no matter how poetic might be the temperament of the cyclist, that the charm of "waters rhyming" would not cause him to "tarry" and "list" to them, with the thermometer "somewhere near ten above." No really I don't think he would.

## NOTES BY

## THE "CAVILER."

EVER since cycling began to be recognized as an international sport, coupled with practicability for business purposes, there have been chronic croakers who periodically mounted the house-tops and tried to make the world believe that cycling was on the decline. These croakers, with eagle eyes, watched for the slightest accident or anything trivially detrimental to cycling, and as soon as they found it, placed it under the most powerful glass and expected the world to see it in its magnified size.

THE changes in the Massachusetts Bicycle Club resulting in the selling of its magnificent property gave these pessimists opportunity to advance, for a reason that none of it could have happened were there not a waning interest among Boston cyclists from cycling, and from that it was easy to figure that Boston and various other places were losing their cycling grip. It is hardly worth while to deny these statements before the intelligent cyclist, for he knows that the past season has seen more added to the ranks of cyclists than has any season since the cycle was invented. Still I want to say a word on the subject.

As to the assertion that cycling is declining in Boston, it is not true. Boston is and has been the greatest cycling centre in America. The suburbs of Boston are marvellous in beauty and of great extent, and a very large proportion of Boston's business men live away from the brick blocks. There is no section of Boston's suburbs without an organized cycle club; indeed, in some of the suburbs the cycle club is the most wide-awake of any of the social organizations. This multiplicity of suburban cycle clubs has, of course, worked more or less injury to the Massachusetts Cycle Club, located as it was within the city proper. Again: The forming of the Boston Athletic Club, at a cost of some \$300,000, near by the building of the Massachusetts Club was also a strong factor in weakening the Massachusetts Club's grip, and it is but natural that many of the representative cyclists should be more interested in a club devoted to general sports and athletics than to one specifically devoted to cycling, particularly so when the athletic association promised to furnish accommodations for cyclists.

THE Massachusetts Cycle Club corporation then, dissolved wholly for legitimate reasons, from a combination of circumstances of direct benefit to the members and to no discredit to cycling. The Massachusetts Bicycle Club is not disorganized. It remains as a cycling association, and is likely to so remain indefinitely and permanently. A large membership to the club remains, none of whom have lost their interest in the old Massachusetts. Plans for next season are being laid, and shortly the club is to have its annual dinner and reunion.

THE Massachusetts Bicycle Club was made up of many of the representative Boston athletes, and many of them have joined the new athletic club and propose to keep their cycles in the athletic building; and in speaking of the new athletic club I cannot refrain from remarking that it is a pity that this club should not put at



east one of its well-known and competent cycling members on the committee regulating the wheeling department. Such men as Hodges, Peck, Everett, Dean, Tombs, Ahl or Williams would appreciate the needs of cyclers and see that they were catered to. The preparation of the wheel room for the abundant storage of ordinary bicycles, and the meagre space devoted to safeties and tricycles indicates how little the committee know of how the "wheel world wags."

So Luscomb is going to explain, defend or excuse, which ever it may be, his political action as a member of the Committee on Rights and Privileges. I can well imagine how sonorously plausible it will be, but after all is it not raking among the embers of the past to keep this question open?

## ST. LOUIS.

### "LINNEUS."

THE smoker given by the Missouri Bicycle Club on Saturday, Dec. 22, at which the Cycle Club were present by invitation, was a grand success, and a large number of the members of both clubs were present to enjoy the fun. Pipes and tobacco were provided in profusion, and the programme, consisting of music—selections on the mandolin by Prof. Wagner, of Gilmore's Band, and solos on the banjo and guitar by Messrs. Hinchman and Wurtembach—was well received. The mandolin seemed to capture the boys' hearts, and each selection was loudly encored. After the music Messrs. Snyder and Sanders and Tivy and Pomarade gave an exhibition of the manly art, after which supper was served. The Cycle boys had their champion high kicker, Beggo, with them, and he being anxious to test his mettle with anybody present, C. C. Hildebrand accommodated and completely annihilated him. A stag dance completed the evening's entertainment, and a request was immediately made by several of the club's members that these entertainments be given oftener in the future, which will no doubt be complied with.

ONE of the hardest road riders that St. Louis boasts is Ed Grath, who has ridden to Ballwin every Sunday during the season.

It is rumored that Bob Clarke, one of the most enthusiastic riders that the Cycle Club had, has given up riding and will sell his wheel.

ED. L. MOCKLER, ex-Secretary of the Cycle Club, returned from Dallas, Texas, a few days ago, and will again take up his abode in this city.

CHIEF CONSUL BREWSTER has been corresponding with R. D. Garden, to arrange the details of the Stone-Lumsden race. Percy Stone is taking good care of himself and will soon begin to train at the Missouri gymnasium.

NEVER in the memory of the oldest cyclist have we enjoyed such excellent cycling weather during the winter months as now. There has hardly been a single day that a ride could not be taken anywhere, and the roads are all in fine shape.

THE Cycle Club has caught the raffling fever, and they are now raffling a 51-inch Columbia Light Roadster for the benefit of the club. A large number of tickets have already been sold, and the success of the venture is assured. The profits will go towards fitting up their card room and gymnasium.

AT the Missouri Club house a large number of members may be found every night engaged at the pool or billiard tables, or in the reading room. Since the heating apparatus has been put in shape the attendance has perceptibly increased. Harry Louderman and Russell Blossom are the present pool sharks of the club.

THE proprietor of the Ballwin Hotel put up a bottle of wine and a good dinner to the first cyclist arriving there on Jan. 1. The prize was won by Will Harding, who arrived at 12.15 A. M. Geo. E. Tivy was the second man out, arriving at 1.15 A. M. The landlord had a fine turkey dinner ready for the boys but none of them stayed for it.

THE cyclist is indeed a funny animal, as is evinced by the action of a number of them, headed by Sanders, Tyler and Finley, who go twenty miles out into the country to enjoy a dance at the Ballwin Hotel. The hotel has a large dancing hall and since the parties have been started Landlord Busch is anxious to see more of the boys come out and assure all a good time.

NELSON C. HAYNES, of Kansas City, has consented to fill the vacancy on the Touring Board caused by the resignation of J. M. Tryon, and will probably be appointed. Although Jackson County has more riders than any county in the State, save St. Louis County, it is but very meagrely reported, and the services of a good man are therefore urgently needed to do the needful.

THE talk of holding a race meeting in the spring is extensively indulged in. There is certainly no reason why a pony tournament

should not prove to be a paying investment. "Senator" Morgan, while here, told me that if either of the clubs refused to take the responsibility he would be willing to give us a first-class tournament after the Chicago affair, provided he secured the co-operation of both clubs.

CONSUL H. S. RITTENHOUSE, of Jonesburg, was in town last week, and in conversation with him he asked, "why don't the local cyclists engage in a Division tour, say from St. Louis to Sedalia? The roads are good all the way during a dry spell, and I should take pleasure in piloting the boys through." There is no reason why this cannot be done, and if local riders wish it a tour can be easily arranged.

A MEETING of those interested in the forming of a stock company to handle bicycles will be held at the Cycle Club house next Friday, and it is expected that a large number of riders will be present to present their views. It is said the agency of two well-known wheels has been offered the company if it is organized, and that a capitalist has been willing to put three or four thousand dollars into the enterprise.

FOOTBALL is all the go, especially with members of the Cycle Club, and each Sunday a large number of them may be seen at Forest Park engaged in this excellent sport. A few Sundays ago, during a lull in the game, Ed Bates had an experience which he will not soon forget. He wagered Captain Sanders that he could kick the ball with both feet, tried it and—sat down in a way that shook the earth. The horse laugh he got would have killed an ordinary mortal.

THE Cycle Club kept open house on New Year's Day, and a large number of guests were present. The House Committee, consisting of A. L. Jordan, E. Barnard and W. S. Snyder, deserve great praise for the excellent arrangements made to entertain the visitors. Dinner was served at 4.30 P. M., and forty sat down to as excellent a meal as was ever served in a club house. After dinner cigars were lighted and an adjournment to the parlors made, where the balance of the evening was spent in singing, chatting and listening to stories and chestnuts of last year's riding season. Taken all together it was a very successful affair, and will be long remembered by those who had the good fortune to be present.

## DENVER.

### "OCCASIONAL."

"——!——!—. What should this mean? What sudden anger's this How have I reaped it?"

"One of the boys" (doubtless one of the dozen riders in Denver "who could have finished the run"), in his kind respects to the WORLD of Dec. 28th, brings to mind the above quotation from Henry VIII. "How have I reaped it" indeed? simply stating facts? If I can convince them that I am not a member of the Social Club they will forgive me!! Thanks! They need not worry, I do not care to be forgiven; no, not even if the price of such a pardon was less expensive than the disowning of a club that any member can be proud of, an organization that is the wheel club of Denver, if not of the West. I thank Mr. Parkens for his cordial invitation to attend one of their short thirty or forty mile "follow-the-leader runs," and on the first possible occasion will take advantage of his kindness, and hope to contribute my mite toward another 50,000-mile record for 1889.

ALTHOUGH a member of the Social Club, it has always been my aim to represent both sides equally. How well I have succeeded is shown herein: A certain member, thought to be guilty of the authorship of these notes, is thusly shot at: "Say, ——, when are you going to get out some more Rambler notes? I do then want to join the band and help 'guy' the good-natured soul, patiently suffering my crime."

ON Christmas Eve the Ramblers gave a most enjoyable stag party. The Social Wheel Club attended in a body, making it the first occasion on which the organizations have shown their friendly feeling toward each other. This new state of affairs will be vastly more productive of good than the old rivalry.

AGAIN have the S. W. C.s been compelled to move into larger quarters, this being the third time in the first year of their existence. The rooms now occupied by them are situated in the Leonard Block. These rooms have been newly papered, carpeted and furnished, and present a very handsome appearance.

THE Social Wheel Club met, for the first time in their new quarters, on Wednesday evening, Jan. 2d, and elected the following officers for 1889: President, E. S. Hartwell; Captain, F. N. Coleman; First Lieutenant, I. B. Holzman; Second Lieutenant, E. R. Pynehon; Third Lieutenant, Lou Hanson; Recording Secretary, M. E. Harris; Financial Secretary, C. E. Hawver; Treasurer, F. H. Wright; Color Bearer, Don Davisson. At the same meeting



they took in seven new members, making a total of thirteen for the last month of their first year.

On the following evening, January 3d, the Ramblers held their semi-annual election. These are the officers elected for the term ending July 1st: President, A. A. Morris; Secretary, B. Hullinger; Treasurer, G. A. Epeneter; Captain, H. E. Peck; First Lieutenant, Harvey Green; Second Lieutenant, Robt. Biegle; Third Lieutenant, R. S. Riche.

"MENTOR," of Kansas City, is most graciously excused for living. His being alive is, no doubt, a mistake anyway.

#### PENNSYLVANIA.

##### "ARIEL."

"WESTFIELD" got ahead of me in the announcement of Mr. Wells' intention of forming one of the new firm of the Strong & Green Cycle Co. Well, I had promised him and kept it; so could not well help myself. Mr. Wells turns over the literary department of the *Athlete* to Chris Wheeler, a gentleman who needs no introduction to the cycling public, and well fitted for that position. Let us hope that in the next issue of the paper the phrase "If there is one cycling club in town, that, as an organization, etc.," will be conspicuous by its absence. I counted no less than six of 'em on two pages. Mr. Wells intends taking in the Stanley Show, and will tell the Philadelphia Wheelmen about what he sees there.

UNDER the auspices of the Philadelphia Bicycle Club, Thomas Stevens lectures at Association Hall on the 23d inst. [We think the above announcement doubtful in view of the fact that Mr. Stevens is to be sent away immediately on a special expedition as told in another column.—ED.]

TAKE it all back Mr. Editor; somebody has been misinforming you. There are not fifty ladies riding bicycles in this city yet. Half a dozen would be nearer the mark, but with the advent of spring we look for a rapid increase, and if all buy machines who have been been taught this winter, the number will not be far from your figures.

THANKS, Mr. "Vortex," I will have a little patience, but please do not assume that I claim any club is *afraid* to race with the Wilmington team, for such is not the case. All I hope for is an opportunity to witness the race, and may the best team win. Don't know who you are, but your notes are entertaining and I welcome you to the list of cycling scribes.

SCORE the first club run of the season for the Century Wheelmen, who started out over a muddy road at 12.01 on New Year's morning for a ride to the Park. The South End men had formed good resolutions about a club run but they did not pan out and the club run resolved itself into a midnight supper at Boothby's. I am glad to say that my good friend, Mr. J. R. S. Edwards, stuck it out by himself, and got in the first run of the New Year for the down-town contingent.

THE social season is in full swing here. The Pennsylvanias held their first smoker and stag party on Friday night which was a first class success, while the Philadelphia Club had a *musical* the same evening, and on next Friday, 11th inst., Pennsylvania's first dance of the winter comes off. The invitations are out, and it is to be a full dress affair. In order to do themselves proud with their fair partners, the Pennsylvania men have been having little practise dances on Saturday evenings.

LAST Sunday the Pennsylvania men ran to Norristown and from the mud they struck, drawn by a warm sun from the frost bound ground, I don't think the experiment will be repeated for a while, Merrihew, McDaniel, Elliott and another of the Wilmington Club came up from their town the same day and say they rode through more mud than we ever saw, but I doubt it. McDaniel was then within 34 miles of 6,000 for the year and on Monday, the last day of 1888, he ran this up to 6,001. Mr. Edwards leads for this city, with upwards of 6,700 miles. W. T. Fleming, last year's champion, only has 5,474 to his credit, having been off his wheel during August and September. He goes to Florida the latter part of this month. Would I were with him.

On New Year's Day, as practised by the Centurions was a great success! From two to six, in the afternoon, they received their friends, consisting of the various city clubs and others. "Penny" and the South End came in bodies, through the Park and attracted much attention. In fact, on the return home there was one member of the Pennsylvanias who wished he had not been the cyclist of the day. This was the way it happened: The club had mounted their bicycles to go to their hospitable hosts, and one of them being isolated, started to spin when, slipping a pedal, then and there, before the eyes of the assembled throngs, Broad Street

being crowded, the day being a lovely one and the Grand Opera House Matinee just over), did that unlucky wheelman describe a most scientific "header" bringing discredit on the club and covering himself with mud and confusion. And there stood that fiend, McGlathery, nearly going into convulsions over it. Oh, it was too much! And to think that I have always been such an exponent of the ordinary, too, decrying the safety and the tricycle alike! (N. B. I almost forgot to say that if the Century Wheelmen intend to make a success of any more feeds they want to keep that man, McGlathery, out of the supper room. There'll be no profits made with him around).

#### CHICAGO.

##### THE "STROLLER."

THE election in the Illinois Club passed off very quietly, and resulted in the re-election of President Sloan and Captain Davis. Blackman was also elected Vice President; Street, Secretary; Mason (Geo.), Treasurer. Frank Riggs will take care of the colors the coming season.

THE Chicago's election comes off Monday, the 7th, and a lively time is expected. Skinkle, one of the Presidential candidates, has been in constant fear of a new ticket being sprung or that an attack would be made on him personally. There has been a three-cornered fight for the office of Captain thus far, between Seig, Thorne and Roe, in fact it waxed so warm that anonymous circulars were posted up in the two club houses, signed "Observer," that came near causing a correct imitation of a Donnybrook Fair on a small scale. The circulars were well written campaign documents, with liberal quotations from the Scripture, Shakespeare, etc., and after giving the reasons why the writer thought two of the candidates should be defeated, went on to extol the merits of the third man in a very ingenious manner. But the author lacked the nerve to come out boldly and sign his name. Speculation is rife as to the author although rumor has it that "Observer" is none other than a candidate for one of the principal offices in the club.

THE Lincolns will probably elect the same Board of Officers as last year, with some few changes.

SOME of the principal officers in the Illinois Cycle Club were invited to attend the Chicago's theatre party Tuesday evening, but thought it best to refuse, owing to the recent difficulties, fearful that their actions would be harshly criticized by their own club members.

TOM ROE had an animated discussion the other day with Captain Davis. Among other little pleasantries between them Roe asked Davis how many black balls he should get if he made application to join, to which Davis replied that he "would get exactly 154" (the entire vote of the club).

THE Illinois boys are taking a good deal of interest in the fight for the Captaincy in the Chicago Club, and are quite anxious to see Roe defeated, while the Lincolns seem well pleased with Skinkle's nomination and say that if he is elected the Lincolns and Chicagos will pull together in unison.

BEING at the Illinois Club house New Year's afternoon I was quite surprised to see a New Year's greeting sent to them by the Chicagos. The Illinois boys sent a neat reply to the same, and it looks as though peace would once more reign among the cycling clubs here.

THERE was a scheme proposed in my hearing the other evening that struck me as being a very good idea if properly carried out, and that was, that the Chicagos, Illinois and Lincolns combine and rent a down-town club house, each club to stand one third of the expense. The three clubs combined ought to be able to rent convenient quarters, where they could have a wheel room, a pool and billiard table, etc., in fact a rendezvous for the noon hour or at any time for any wheelman belonging to either of the three clubs. I hope to see this succeed.

WHAT is the matter with that Recruiting Committee that Thorne promised would work such wonders? Have they ever done anything as yet? The Englewood consolidation scheme, I believe, was turned over to them, but the committee seem to have lapsed into a state of innocuous desuetude.

THE Pastimes have arranged for a very social and enjoyable time Saturday evening, the 12th, in an athletic way, and a full attendance is assured.

THERE seems to be an erroneous impression among some of the members of the League in this State in regard to the expenses of delegates to the official meeting being paid by the Division. The new Constitution will recommend (so I am told by Sloan, one of the committee to revise the same) that the Chief Consul's expenses be paid, and his only.



# THE EAGLE BICYCLE.

## THE WHEEL OF '89.

Active Agents Wanted in Every Town and City in the United States.



### THE EAGLE

Is now ready for the market. In workmanship, finish, and quality of materials it is unequalled. Wherever the "Eagle" has been exhibited it has been received with enthusiasm. It combines all the advantages of the "Ordinary" with many qualities of a "Safety." It is second to none in speed, either on track or road. It is a good hill climber, and under perfect control in coasting.



### AGENCIES.

All applications for agencies will now receive immediate attention.

If you deal in bicycles, or, if you are a good rider, capable of showing up the advantages of an excellent wheel, apply at once for the agency for your locality.

We want live, active men, who will be awake to our interests and their own.

In applying address the Stamford office, and state the probable number of bicycles at present in use in your town or county.



**A Practical Rear-Driven Safety without Sprocket Chains, Levers, Clutches, or extra friction of any kind.**

**SIMPLE DIRECT CRANK MOTION.**

**÷ THE LIGHTEST RUNNING WHEEL IN AMERICA. ÷**

**BALL BEARINGS EVERYWHERE.**

**EVERY SIZE AND FINISH READY FOR IMMEDIATE DELIVERY.**

**LARGE ILLUSTRATED CATALOGUE FREE.**

**THE EAGLE BICYCLE MFG. COMPANY,**

**STAMFORD,**

**CONNECTICUT.**

Mention this paper.



San Francisco, November 5th, 1888.

The Coventry Machinists' Co., Ltd., Boston, Mass.:

Gentlemen—As the year is drawing to a close perhaps you would be interested in knowing how the "SWIFT" has fared in this section as compared with other Safeties. To be brief, there are more "SWIFTS" in use here than any other make of Safety. We have not taken a single "ordinary," or any other kind of machine in exchange, as part payment, for a SWIFT during the season. Not a single SWIFT after leaving our hands has to our knowledge been exchanged for other make of safety or sold to a third party. There is not a second-hand "SWIFT" for sale or exchange. And finally, from present indications there will be more "SWIFTS" sold here during the coming season than any two other makes of safeties.

Yours very truly,

(Signed)

DEVANY, HOPKINS & CO.

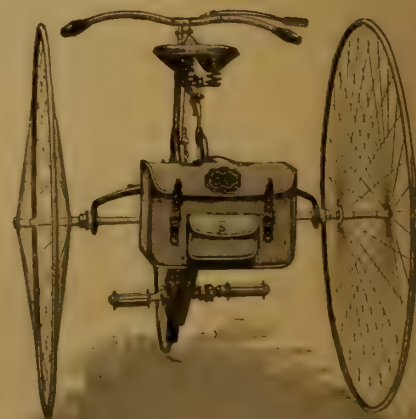


# INCER CYCLES



UNEQUALLED  
FOR  
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Immediate Supply.



**W. B. EVERETT & CO., 6 and 8 Berkeley St., BOSTON.**

**SAFETY INDISPENSABLE.** By Henry Sturmev. A complete analysis of the Safety Bicycle, and illustrations of each kind. By mail, 30 cents. For 1888. For sale by Bicycling World Co., 12 Pearl st., Boston.

**IN AND AROUND CAPE ANN,** by John S. Webber, Jr. being a hand book of that most charming section of Massachusetts. It is a book equally valuable and interesting to the wheelman, tourist, the student and resident. It is illustrated finely and bound handsomely. It is one of the most complete and well written little books of the kind ever published. Price 50 cents, post paid. For sale by Bicycling World Co., 12 Pearl st., Boston.

Postage stamps not received in payment.

**THE BICYCLING WORLD** (established 1870.) The leading cycling paper of America; employs the best writers on cycling subjects, and makes a specialty of practical articles relating to cycling. All the news, carefully edited and given with dispatch. *One Dollar a year.*

**BICYCLING NEWS**—the Cyclers' Illustrated Paper—Every week by mail for a year, \$2.50. Contains sketches of the latest inventions and of well-known European and English routes. Also special correspondence from the United States and all countries; useful information and accounts of tours. The oldest and most interesting cyclists' paper in the world.

Postage stamps not received in payment.

**HEALTH UPON WHEELS.** By W. Gordon Staples, M. D. Contents: What is meant by Health; Health of the Skin; Baths and Bathing; The Morning Tub; Rules for Seaside Enjoyment; Dyspepsia; Errors in Diet; The Man and the Stomach; Remarks on Diet; Drinks on the Road; Advice on Training and Exercise; Medicines in Training; Road Comforts; How to Ride; Clothing; Care of the Feet; Care of the Hands; Soap—Toilet Requisites; Calmatives—Nervousness—Sleeplessness; Mineral Waters; Tourist's Filter. Price by mail, 50 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

Postage stamps not received in payment.



## NEWS

## AND COMMENT.

We have before us a photograph of the display of the Pacific Hardware Co., of Honolulu, H. I., at the art and fancy goods exhibition in that city. Conspicuous in the picture are a couple of bicycles, the product of the Springfield Bicycle Mfg. Co. We now expect to hear of new hill-climbing records made by some of the aborigines, arrayed in all the magnificence of a paper collar and necktie.

13,250. What is it? Why, the present circulation of this paper. Advertisers take a hint!

THE season has opened, and "Larry" Overman has taken to the road in the interests of the Victor wheels.

"YOUNG" PORTER, of Newton, will ride a safety next year. That youth with proper handling would make a flyer.

LOUISE ARMAINDO offers to make a match to race Lottie Stanley for any distance from ten miles to one hundred.

W. WINDLE's winnings in the form of medals, brie-a-brac, watches, etc., will aggregate in value nearly \$2000.

THE Springfield (Mass.) Bi. Club have engaged Mrs. Alice J. Shaw to appear at City Hall in that city Jan. 25th.

BILL NYE is to lecture at the Holyoke (Mass.) Opera House Feb. 23, under the auspices of the Holyoke Bicycle Club.

THE Lynn Bee says: "Temple will not rest satisfied until he has met his old foe (Rowe) and run him into the ground."

WINDLE has been invited to enter his name for the amateur championship of Europe, to be run at Berlin next season.

13,250. Have you a second-hand wheel to sell? Out of the above number of readers there ought to be *one* who would buy your wheel. Then advertise it.

TOM STEVENS is off again, under the auspices of the New York World, on a six months' trip. What the object of the expedition is, is not announced.

H. R. STOKES, the Australian who is cycling the world around *a la* Stevens, never used a brake on his bicycle. He claims it is safer to ride without a brake.

THE Lynn Bee says that Windle *will* race next season. Mr. Windle says he will *not* race next season. We sincerely hope that Mr. Windle has been misinformed as to his *own* intentions.

THE K. C. Wheelmen of Brooklyn hold first and second long distance records by having G. M. Nesbitt ride 8231 miles during 1888, and W. T. Murphy covering 8140 1-2. Both are members of the K. C. W.

AN exchange heads an article, "The Big Wheel Must Go," and then it goes on to say: "The days of the large-wheeled bicycle have been numbered, and the last of them are at hand." To the above we say "Nonsense," with a big N.

THE first game in the Wheelmen's Bowling League of New York and New Jersey resulted in a victory for the Hudson County Wheelmen over the Kings County Wheelmen, by a score of 1498 to 1488. Grant (203), Harthman (207), H. C. W., best individual scores.

RATHER unusual for a fellow in this latitude to be scooting along the highways on a bicycle during the first week in January, and yet we took a splendid spin last Friday, and from appearances we shall have another ride on the wheel before we mount the swift toboggan.

THIS is the kind of letters we receive from advertisers: "We are much pleased with the appearance of our advertisement. We received a number of answers to it before the paper itself reached us." Why of course with a circulation of 13,250 the advertisement is bound to be satisfactory.

THE six days' bicycle race at Pittsburg between five female riders resulted in a victory for Hattie Lewis, with a score of 455 miles; Elsa Von Blumen second, 451 miles; the rest nowhere. Lottie Stanley did not start. Miss Snallor rode 374 miles, although her left arm was disabled, and her pluck was greatly applauded.

PETE D., the Hub correspondent of the American Athlete, does not like it because we pitch into the hoodlums who insult passers-by at the Reservoir. He "denies of the charge," as Mrs. Gamp would say, and to strengthen his denial refers to Chief Consul Emery. That's a good scheme; ask Dr. Emery, by all means.

WE are heartily glad that two such wholesouled fellows as Tertius and Secretary should prove to be "long lost" chums. The swapping of recollections of mutual adventure is truly diverting. Secretary has the floor this week (Tertius had it last issue) and a very charming sketch, the Secretary's account of the watermelon party proves to be.

A Madder or more excited man was not to be found in the good city of Newton, Mass., than Mr. W. Shaunnassy last week. He left

his bicycle outside a bank for a few minutes, and on coming out it was not visible. After tearing round looking for the "thief," the bicycle was found hidden away safely by a practical joker. Mr. S. is now looking for the joker.

THE Berkshire County Wheelmen, of Pittsfield, Mass., gave a grand masquerade party in Central Hall last Wednesday evening. The costumes, many of them coming from Boston and New York, were the finest ever seen in Pittsfield. The Germania Band furnished the music. The committee in charge were Messrs. Mollner, Cooney, England, Brown and Sheridan.

THE Fort Schuyler Wheelmen, of Utica, N. Y., celebrated their fifth anniversary Monday, Dec. 31, by a grand supper at the Genesee House. There were eighty cyclists present, among whom were many guests. Chas. E. Metz, the President, introduced Mr. Geo. E. Freeman as toast master. There were several toasts, and it was well towards daylight before the dispersion took place.

AT the annual meeting of the Melrose Cycle Club, held Jan. 2d, the following officers were elected: President, Jerome Hillbourn; Captain, B. F. Eddy; First Lieutenant, Irving Moulthrop; Secretary, E. W. Jones; Treasurer, J. N. Hopkins; Club Committee, Dr. Chas. Sprague, S. Pearl Brock, U. Twitchell. The club will open their new club rooms Friday evening, Jan. 11, with a reception and dance.

A PORTLAND, Me., Company has received orders to build another bicycle locomotive, which will cost about \$8000, for Hon. Moody Boynton, and a double decked passenger car, the plans for which are being drawn by the chief draughtsman of the company. The company will also build a track of about 300 yards in length in their yard, on which to make a trial of locomotive and car when completed about a month hence.

THE first match in a series of bowling contests, between teams organized in various bicycle clubs in and near New York, was bowled last week Thursday at the Knickerbocker Hotel, Mott avenue and 138th street. The contesting teams were selected from the bowling clubs of the New York Bicycle Club and the Harlem Wheelmen, the latter winning by a score of 1429 to 1342. There were ten men on each side, the best individual records being 189 by W. De Goicouria, of the New York Club, and 185 by G. A. Pearse, of the Harlem Wheelmen.

## RACING AT SAN FRANCISCO, CAL.

WE give the result of the racing held at San Francisco New Years' Day, under the auspices of the Bay City Wheelmen. Day, fine; attendance, 3000.

One-mile novice—C. E. Townsend, first; C. W. Hammer, second. Time, 3.50 1-5.

One-mile scratch—F. D. Elwell, first; F. R. Cook, second. Time, 3.37.

Two-mile safety handicap—S. Plummer, scratch, first; A. A. Bonton, 40 yards, second. Time, 8.35.

Three-mile handicap—R. W. Turner, 85 yards, first. Time, 13.35.

Half-mile handicap—S. Plummer, 20 yards, first; F. R. Cook, scratch, second. Time, 1.37 2-5.

One-mile handicap—C. E. Townsend, 65 yards, first; A. S. Ireland, 35 yards, second. Time, 3.22.

One-mile ride and run—F. W. McNear, first; A. A. Bonton, second. Time, 4.55.

Five-mile handicap—J. Smith, 300 yards, first; C. W. Hammer, 300 yards, second. Time, 18m.

## A DEFENCE OF HORSEBACK RIDING.

Editor *Bicycling World*: When "Hawkshaw" so sweepingly condemns the use of the horse for riding as unhealthful, he only lays the use of the wheel open to return attacks from the champion of horseback riding. The *abuse* of either form of exercise has about the same result. Wrong clothing—wrong saddles—too long, too rough or too hard riding, these have the same effect on rider of horse or wheel. The sport would be hurt rather than benefited by converts who leave the horse because they are broken up by long or hard rides on a rough goer, having pounded their spines on a flat English saddle. Such would be sure to take a stiff or heavy wheel and a hard saddle, ride long distances without getting into condition, strain at all hills and rough places, and then lay the blame on the wheel for a resultant break up or down of the system, which was started on the horse, and more likely to occur from horseback riding than cycling.

An easy horse and a high, narrow saddle, or an easy saddle and the wheel one can best control, with judgment in riding, will make each exercise a health-giving recreation. But give me the wheel where the roads are rideable.

L. A. W. 190.

13,250. Have you anything to sell? If you have, we can tell the above number of people all about it.

STE



## WATERMELONS.

HAVE you ever noticed with what unanimity and utmost zeal people work, spend and inconvenience themselves generally, to enjoy something free?

I've seen people travel miles through disagreeable weather and incidentally spend several dollars to partake of something of which they have received an invitation to partake, and which free offering probably cost the "invitor" fifty cents a head; and yet those same people would refuse point blank to spend fifty cents for the "something" itself.

Doubtless such was the spirit that animated the twenty of us who accepted the invitation to Billy's watermelon feast.

My log book makes but brief mention of it; I expect I was too lazy to write a "fuller" account. All it says is: "About twenty of us went out to Halstead's to partake of Billy's watermelon feast. I composed some appropriate verses to the club tune, but couldn't get anyone to sing them. Al pretended to have a fit and scared Ned. H., and thus got a drink of brandy. Had lots of fun. It was a glorious night."

I relight my pipe, prop my slippered feet on the fender, and gaze dreamily at the glowing coals and leaping flames. The neglected book slips from my lap to the rug.

Tinkle, tinkle, sounds the bell in the theatre of memory. Up goes the dusty curtain; the flames of the fire are transformed into the footlights, their crackling becomes the music of the orchestra. I look beyond them on the stage. The scene is a night in August, in the year 1884.

It was a perfect night, glorified and brightened by the moon, as a man's life is glorified and brightened by a loving wife. Indeed, it was such a lovely, attractive night that the moon and all her children, the stars, were out promenading the sky. There was such a profusion of the latter that some one called attention to them as we were riding along, and our conversation drifted to that subject. The poet repeated the verse about "twinkle, twinkle little star," and then the fellow who once looked through a piece of smoked glass at an eclipse of the sun began to point out the different distinguished individuals and constellations.

No one interrupted him until he pointed to Jupiter, and said: "That is Sirius."

"Are you serious about that?" asked Yates.

He paid no attention to the question, and continued: "It is also called the dog star."

"He's a sky terrier, then, I suppose," observed Sam.

"Over yonder," continued the smoked glass observer, not noticing Sam's remark, "is the crab, called Cancer."

"Well, is that a case of cancer in the sky's stomach or on its tongue?" queried Tom.

Superior to such remarks, he further said: "That nebulous matter tracing its delicate hue along the azure is the milky way."

"Is that where the little baby angels get their milk?" asked Ira.

"No, sir," spoke Harry, "it is the milkman's road to heaven."

"Do any of you know when stars are dangerous?" asked Joe.

"When they are backed up by a policeman," answered Howard.

"No, it is because they sometimes shoot," he explained.

Whilst those little remarks did not enliven the trip, they quickened the pace, and we were soon at Halstead's.

We had arrived somewhat before we were expected and supper was not quite ready. Whilst we were seated on the porch, Al, who evidently thought things a little slow, rose suddenly from his chair, walked mixedly to the middle of the road, turned a flip-flop and a sort of a back somersault, then sprang in the air, kicked his legs and flung his arms around wildly, gave a wild screech, dashed across the road, flung himself down in a fence corner, and there lay moaning and squirming. Every one stared at him in mute amazement.

Ned H. was the first one to act. He hastily ran over to where he lay, and kneeling by his side caught him by the arm, anxiously asking him what was the matter.

Al, tossed and moaned, gasped: "Gim me air," and tugged viciously at his throat.

"Al, old fellow, it's I, Ned. Tell me what's the matter."

Al squirmed and thrashed his arms about, and gurgled, "fit, fit!" "Come here, fellows, quick; he's got a fit!" exclaimed Ned excitedly.

As we all rose, Al suddenly sprang on all fours, kicked out like a man, and his feet landing on Ned's side laid that individual low, and then the man with a fit took off up the road as hard as he could clip it, whooping and yelling, and the whole crowd in hot pursuit.

He leaped a fence and climbed a tree, and when we all gathered under it, he pumpeled out on Ned T.'s head and nearly broke the latter's neck.

We all pointed on him, and whilst he struggled and kicked, moaned and sobbed, we toilingly carried him back to the fence, care-

fully lifted him over. Depositing him on the green sward we paused to recover our breath and cool off.

Al ceased his struggles and quietly lay there, breathing heavily.

By this time Ned H. had recovered and came running up.

"How is he?" he asked.

Not waiting for an answer, he again knelt by the prostrate man, and asked him how he felt.

"It's all over, Ned, thank you," faintly answered Al, "but I'm so weak."

"What will you have?" eagerly questioned Ned.

"Brandy," articulated Al.

The joyful Ned flew down to Halstead's, whilst we crowded around, some fanning him, others saying cheerful things.

You may be sure Ned was quickly back, and as some of the boys raised and held him in a sitting position, Al drank the fluid with great gusto.

We gladly and silently waited the effect—it came.

He sprang to his feet, looked quizzically at us for a moment, then said: "Well, fellows, I'll go down and see if supper is ready, and if it isn't, maybe I'll have another fit."

He took to his heels and his merry laughter rang on the night air.

Probably, dear reader, you have seen the day dawn. Suddenly the gray east assumes a rosy hue, a drifting cloud all at once shines with a pinky color, straight up to the zenith a thread of gold mounts like a rocket, a fresh, moist breeze springs from the orient and gently shakes the sleeping birds into wakefulness, the horizon assumes a purplish complexion, and then Mr. Solomon (some disrespectful people who have no regard for old age call him old Sol) rises to view. That was the way the truth dawned on us. We solemnly marched back to the tavern, and there Al sat at the table, alongside of the biggest watermelon.

The prospect of supper temporarily diverted our thoughts from him.

And such a supper! There were beefsteaks, fried chicken, oysters, potatoes, cakes, hot biscuit, milk and coffee, and then the watermelons.

"They certainly are large watermelons," observed Joe.

"Oh, yes," said Ben, careless like, "they are a good size for this section of country, but they are mere pigmies, mere pigmies. Now down in Georgia we grow melons that are melons. Why one year father made the melon patch right next to old Silas Pennysaver's cotton field, and don't you know, the old miser sued father for the value of ten bales of cotton; said our melons had grown so large that they spread over his field and occupied the ground that would produce that much cotton."

We all noticed John brace himself, and he said: "I know they grow large melons down South, and your story reminds me of an adventure I once had with a watermelon on my uncle's farm up in Maine. He took great pride in a variety he called the Flowing Fountain, on account of the immense quantity of water in them. I had often heard him speak of them, but being skeptical, determined to investigate for myself. So one morning I went out in the patch, and selecting one at random I sat down in a gully about ten feet deep by six wide and cut it, and the water gushed from it in such volumes that in less than two minutes that dry gully was filled with a raging torrent, and if I hadn't been such a good swimmer I'd have been drowned."

"Well," said Ned L., "my grandfather's melon patch didn't raise such big, or such watery melons, but it had mighty fertile soil. I remember going in it, when a boy, and cutting and eating one. I sat on a stone in a bare spot, just outside the patch, and strewed the seed all around as I ate, and by the time I had half finished, the entire place was covered with watermelon vines, and by the time I had finished, the watermelons on them were ripe."

"That reminds me of the fertility of the soil on my aunt's farm," said Whit. "One day I was in the garden, and finding a watermelon seed in my pocket I threw it on the ground, when, presto! up sprang a vine with a full-grown melon on it, and away it started to grow, dragging the melon with it. When I recovered from my astonishment I started after it. I chased it, on a dead run, down the road, over the fence, across the fields, up hill and down dale, over mountains, across rivers, through forests, States, counties, cities, towns, suburbs, reservoirs, tunnels, railroad tracks and Indian trails, for seventeen hundred miles, when I fell from sheer exhaustion and a desire to get home in time for dinner, and from that day to this I have never seen that melon."

There was a ghostly, dreadful hush, and a stopped clock stillness, until Billy exclaimed: "There it is right before you, and don't another one of you dare say a word."

We all silently finished our repast.

Ah me! The curtain goes down, and I am once again seated before the library fire, my thoughts lingering on the play. The flames die out one by one, like the musicians disappearing from the orchestra through the little door under the stage, until I am left alone



with the cold embers, and I sigh as I stoop and pick up from the rug my log book, which contains the silent memories of those olden days.

SECRETARY.

#### FROM SPRINGFIELD, ILL.

THE Capital City Cycling Club, of Springfield, Ill., held its annual banquet on New Year's evening in its new club house on the corner Sixth and Washington streets. Invitations had been sent to all the of League and Division officers. Counter attractions at home detained some, but those who did participate were amply repaid, and they thoroughly enjoyed the eloquent and witty remarks made by the speakers.

The rooms were very tastefully decorated with paintings and portraits of prominent wheelmen, bunting and evergreens festooned and caught up by beautiful and rare exotics. The tables were ranged lengthwise down the long hall, President Edgar S. Barnes occupying a seat at the head of one table and Mr. Ed. S. Sherwood, Vice President, that of the other.

After the delicacies provided by the committee had been partaken of cigars were passed around and the toasting commenced. All the replies had been arranged for previous to the banquet, and great credit is due Mr. Will S. Henkle for the very able and judicious manner in which he arranged the programme.

The opening speech by Mr. Barnes was listened to with attention and pleasure. He briefly recounted the history of the club—the severe struggle of its early days; of some fifty odd members, the “faithful seven” had often a hard time to drum up sufficient to form a quorum. How, when the finances ran low, and rent, gas, etc., had to be provided for, the “boys” were assessed, how nobly some of the lambs yielded, while the constitutional kickers, kicked, and how hard the officers worked to keep the club together. He then drew attention to the result of their “sticktoitiveness,” the handsome building which they now occupied as a club house and the elegant furniture with which it is filled. He also referred to the race and meet of the Illinois Division on July 3 and 4 at Springfield, one of the results of our exertions on that occasion being that two of the officers of the Division, the Vice Consul and Secretary-Treasurer, had been chosen from the ranks of the C. C. C. In conclusion, the speaker said that the club was in an exceedingly prosperous condition, and amidst prolonged applause the speaker resumed his seat.

The Chairman proposed the toast of “Our Country,” which was responded to by Mr. O. M. Hatch, Jr., in a very humorous speech. Mr. Hatch said that during the coming winter a Liberty Bill would be presented to the Legislature here, and he hoped and believed that ere the spring of 1889 it would be among the Revised Statutes of Illinois. With a few more remarks Mr. Hatch “subsided.”

The Chairman then called on Mr. John P. Fogarty for a song, and he responded by singing in his rich baritone voice “Beautiful Star.”

The next toast was the L. A. W. officers, and was responded to by Mr. T. Sheridan, the Secretary-Treasurer of the Division, who made an interesting statement of what has been done in the last few years by the L. A. W. in general and the Illinois Division in particular. When Mr. Sheridan announced that Illinois had at last passed New Jersey in membership, and had left that little State behind for good, he was greeted by prolonged cheers, amidst which he resumed his seat.

Mr. Joseph B. Ruckell then gave a very pathetic recitation relating to a terrible struggle between a cyclist and a “yaller dog.”

The “Army and Navy” toast was responded to by Lieutenant A. W. Beaton, Fifth Regiment, I. N. G., who made some very interesting remarks on the use which is being made of the bicycle in the various European armies.

Messrs. Robinson, Ackerman and Getty rendered a very telling L. A. W. song, and the chorus, “I’m the son of a son,” was duly honored by the entire company.

“Other Kinds of Wheels” was responded to by Mr. Fred L. Pearce, of the Wabash Railroad, in a masterly style. Mr. Pearce is a young rider but a very enthusiastic one, and is one of the most untiring tourists of the club.

Mr. C. H. Brensing gave as a recitation that poem, as published by the WORLD, by the poet scout, Crawford, detailing Mr. Stevens’ ten-mile race across the prairie with a cowboy on a bronco.

The toasting closed with Mr. Waldo S. Reed replying to the toast of “The Ladies.” A more appropriate “responder” to this toast could not be found. Mr. Reed knows just what to say for the ladies and when and how to say it. He has a very large circle of lady friends and is, as he should be, a general favorite. He spoke feelingly, and, apparently from personal experience of how ladies admired the graceful cyclist gliding along, how they would unconsciously turn their heads to gaze after him, and how often he had been told by different members of the fair sex how they wished that

it was fashionable for ladies to ride bicycles. But now, that that lovely, adorable, angelic being, Pauline Hall, has broken the ice he hoped it would not be long before he would have the ineffable ecstasy of accompanying one or another of his many lady friends, far from the maddening throng on a bike to enjoy the sweet scented country air as well as save the expense of a livery rig.

After half an hour’s general conversation the party broke up and all went home happy and satisfied with the result of the banquet.

O. R. DI NARY.

#### WASHINGTON (D. C.) CYCLE CLUB.

THE Amusement Committee of the Washington Cycle Club arranged an entertainment for members on Thursday evening, Jan. 3d, which was much enjoyed by those present, who represented a large majority of the membership that have the good of the club at heart.

The entertainment commenced with music by the club orchestra, with Mr. W. G. Wilmarth, first violinist, W. C. Babcock, cornetist, and C. W. Houser, pianist, and following with recitations, songs, etc., and while listening to the strains a repast was served consisting of peanuts, apples, ice cream, cake and cider.

The gloves were put on by Messrs. Knox and Rosenberg, which provoked fun for the lookers on and resulted in hard hits and several falls for the participants.

A vote of thanks was tendered Mr. E. E. Curry, Chairman of the committee, for his efforts in arranging the entertainment.

The next club hop will take place on Friday evening, Jan. 18th, and all L. A. W. strangers are invited.

X.

#### THE GORMULLY AND JEFFERY MFG. CO.’S MACHINES FOR 1889.

In reply to a request as to what the wide awake firm of Gormully and Jeffery Co. were going to do in 1889, we received the following reply which we can do no better than reproduce although we were advised that the same information had been sent *verbatim* to other papers: “We have not yet completed the cuts of our novelties, but we presume you will be interested in publishing a few pointers. The Light Champion and Champion, with the exception of a few minor improvements, remain the same. The American Challenge, American Safety, American Light Safety and American Ideal will remain about the same. None of our tricycles will be changed nor our tandems be altered in any important points. The American Rambler has been changed to an open front machine, but combines all the salient features of last season. It is very strong, and we shall guarantee it to carry 250 pounds. For a gentleman’s use it will be braced, but the brace can be taken off for the use of a lady. We do not expect to sell a great many of these wheels for ladies’ use exclusively, but it will, no doubt, be very handy for an all round family machine. We have a new rear spring which is much more pliable than the spiral we used last year, and also have a new saddle which is the easiest we have ever mounted ourselves. Comparative novices ride this machine hands off. The Ideal Rambler is a practically all steel rear driver, with a 16-inch rear wheel and a 20-inch front wheel; it follows the model of the Rambler very closely; we shall probably price it at \$75. It will have ball bearings to both wheels, and pedals for an extra consideration. While we expect it will carry 150 pounds safely, we shall guarantee it to carry 125 pounds. It will be excellently finished, and we expect it will prove a very popular machine for ladies as well as boys and girls. We might further add that we have a new drop forged steel chain of our own invention, which is very strong and perfectly noiseless, and we change the 6-8-inch tire of the front wheel of the American Rambler to 7-8-inch.”

A WRITER from Bombay, India, to the *Cyclist*, says: “Some of the natives have taken to the bicycle, and when mounted upon an ordinary are indeed curious objects. Fancy a man dressed in a long coat and loin cloth, with bare legs, and his feet in turned up slippers, striding a tall machine. How they manage to mount is quite a mystery to me, their toes only being loosely fixed into the slippers. A great many Parsees ride, but confine their attention to three-wheelers.”

WE would just like to know if the last two years riding record of 12,890 1-2 miles made on a single New Mail by W. T. Murphy of K. C. W., Brooklyn, N. Y., does not take the cake? Yes, that record is that of one machine and is a magnificent test as to durability of this splendid roadster, and Wm. Read & Sons are justly proud of said record. Messrs. Read resume their old position in the advertising column of the WORLD this week and we would suggest that our riders keep their weather eye on that space for future announcement.

13,250. That’s a pretty large circulation for a class paper of this kind. Yes, it’s more than all the rest of the cycling papers of this country put together.



**JOHN HARRIOTT,**

MANUFACTURER OF

**Bicycle and Athletic Medals,  
CLUB PINS & BADGES,**

DESIGNS ON APPLICATION.

**3 Winter Street, Boston, Mass.**

LEAGUE HEADQUARTERS:  
12 Pearl Street, - - - Room 27.  
ABBOT BASSETT, Secretary.

**RENEWALS.**

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond January 1 until that date. Under the Constitution each Division must file on or before April 1, in the office of the Secretary, a certificate stating the amount fixed as its annual dues. Until that time the Secretary cannot be certain regarding the dues and therefore he must refuse to receive any renewals before that date. This notice has been published for many weeks, and yet renewals come in with every mail.

**THE NATIONAL ASSEMBLY.**

The communication from Mr. Shriver, published last week, was referred to the legal adviser of the League, Mr. Luscomb, who holds that position by virtue of his office as Chairman of the Rights and Privileges Committee, and to the Executive Committee. Mr. Luscomb has advised the Executive Committee and communications are submitted.

(From Mr. Luscomb.)

To the Executive Committee, L. A. W.:  
The Secretary requests an opinion on the letter of Shriver's, and also on the selection of Vice Consuls in Divisions.

Sections 1 and 4 of Article IV should be read together; Section 1 naming the governing power and Section 4 its Constitution.

There is no power in any official, National or State, to add to the National Assembly. It is created, in the case of Chief Consuls and Vice Consuls, by vote of Divisions and in case of Delegates, by vote of Division Boards of Officers.

The time of selection is specifically defined and the Constitution intentionally omits granting authority to any officer to make appointments.

The number of Delegates is therefore absolutely determined for the year as of date of September 1st.

In the case of Chief Consuls and Vice Consuls there is greater latitude because it is then the office that holds position in the National Assembly and by the Constitution the honor of the person who shall fill it is vested in the Divisions (Article IV, Section 1.)

Therefore, if the Divisions shall have adopted By-laws providing for the filling of those offices, any officer elected thereunder will properly be a member of the National Assembly. In cases where no By-laws have been adopted and no election has been held as provided in the Constitution the old officers hold over. In cases where sub-divisions reach the no limit they are then privileged to forthwith organize as Divisions and elect Chief and Vice Consul to hold office until the ensuing September, without waiting until that time (Article II, Sections 2, 5.)

There is no power in the President to appoint, except

in case of sub-Divisions, particularly specified in Article II, Section 3 and Chief Consuls cannot appoint Delegates in any event. Yours fraternally,

C. H. LUSCOMB.

T. J. Kirkpatrick, President L. A. W.

(From the Executive Committee.)

Abbot Bassett, Secretary, L. A. W.

Mr. Luscomb has correctly interpreted the matter referred to him. Summing it all up I should say that the National Assembly is to be composed:

1. Of all Chief Consuls.
2. Of all Vice Consuls, no matter when elected or appointed, so long as they are now in office.
3. Of delegates from the divisions—one for each 200 members on their division list on the first day of September last.

That is, Chief Consuls and Vice Consuls are entitled to sit in the Assembly no matter when they were elected or appointed; and they are to be elected or appointed whenever their Divisions are of sufficient size to permit it under the other rules of the Constitution. But no additions can be made to the list of delegates after the number to which they are entitled under the rule September 1st. Faithfully yours,

T. J. KIRKPATRICK.

Approved; W. S. BULL.  
H. W. HAYES.

This discussion makes the table published last week correct in every particular. No changes are made in the representation since the elections of last summer and fall except that Texas has gained a Chief Consul and Tennessee a Vice Consul.

ON the 15th of March, 1888, the Executive Committee issued a circular asking from the Divisions a popular subscription to relieve the National organization from its financial embarrassment. They expected, and they had a right to expect, that the call would meet with a ready response, and that a goodly sum of money would be forthcoming, and the League be placed upon its financial feet again. We regret to say that the committee has been wofully disappointed. A few Divisions came forward promptly and appropriated liberal sums, but more than three-quarters of all the Divisions have simply ignored the call.

THE National organization has always pursued a liberal policy towards the Divisions. During the dark hours of financial distress in 1887 the National organization struggled along under the burden of debt and made no call for assistance. The Divisions have never lost a dollar through the parent body. They have been paid in full, while the losses of the National organization went high up in the thousands. Last June the League entered upon a new financial system, whereby the National organization surrendered to the Divisions the lion's share of the dues, and asked for itself a small per capita tax. It made this surrender at a time when it was free from debt, but it stood on the threshold of a half year when the income must, by force of circumstances, be very small, and it could not expect to pay its bills without help. This help was looked for from the popular subscription. It has not been forthcoming.

AT the beginning of the New Year it is a good plan to look one's assets and liabilities squarely in the face and map out our plans for the future. Looking at the

financial condition of the League we have nothing to discourage us, and very much to give us hope. By pursuing a policy of economy the Secretary has been able to bring his office through the unproductive last six months of the year, and exhibit it in a solvent condition Jan. 1, 1889. The quick cash assets of this office are alone large enough to meet all the liabilities including all that is due the Divisions (\$942.98).

THIS would be a good showing any year but this; but alas, this year of Our Lord 1889 is different from other League years, for we have before us four months during which the income will be not nearly equal to the outgo, and this excess of expenses must be met in some way. Should the National organization bear it all? Must the League be carried along through four extra months on the shoulders of the National organization alone? Can the Divisions call for their pound of flesh and yield nothing? If nothing may be expected then the interests of the League demand that a Constitutional Convention be at once called and a return be made to the former financial policy.

UNDER the new system of things the income of the League from membership fees for the last six months has been divided as follows: Divisions, \$1504.50; National, \$855.75. Under the old financial system the money would have gone as follows: Divisions, \$351.12; National, \$2009.12. Thus the National organization has by a change of rules given \$1153.37 more to the Divisions than they would have had under the old rules.

NOW let us use two ifs. If there had been no change in the financial year the League would have stood free and clear of debt on the 1st of January and it would have had money on hand. If there had been no change in the financial system, the League would be able to carry its membership through the extra four months and remain solvent.

IN the circular of the Executive Committee was the following clause: "The Executive Committee has the choice between two plans: It can instruct the Secretary to withhold payment to the Divisions of all that is due them, thus making them creditors of the National body, as they were in 1887, or it can call for a popular subscription." The latter plan has not met with the success predicted for it and the Committee has instructed the Secretary to withhold payments to the Divisions until some provision is made to carry the League through the four months till May 1st.

THE income to be derived from the per capita tax is amply sufficient to support the National organization if the present



membership is held, in fact we believe the League could borrow money to tide it over and pay the loan out of the surplus of next year, but it is about time that the League had money enough to pursue a liberal policy in the conduct of its business, and it can find good use for every dollar that comes to it. We have been discounting the future and have not been forehanded for years. Very much work can be done with money. The Secretary has been obliged to abandon plan after plan drawn up in the interest of wheelmen simply because the funds necessary were not at hand, and the Executive Committee has found its hands tied very many times.

THE League is now trying an experiment. It has been asserted that more work will be done for cycling if the States are given the burden of labor and the larger portion of funds than can be accomplished by the national organization, if it undertakes the work and holds the funds. We are now trying tentatively to discover if the advocates of the State-work theory are in the right. Nothing has been shown during the past six months to prove that they have the right of the matter, for no more work has been done, if as much, as was accomplished under the old system. Perhaps it is unfair to judge a system after six months' trial, and we will not do so, but we believe the League has gone to work in the wrong way, and that sooner or later a radical change will have to be made in the prosecution of League work.

UNDER the old system of things the States got by far the smaller proportion of money paid the League for dues. And yet the great majority of States found no use for the money and it lay idle in the treasuries. Under the new system there has been but an aggravation of this evil for more money has gone to rest at ease until some day when it will disappear in a junket.

WE believe the Divisions should do the practical work of the League, and we believe that those Divisions that do the most work should have the most money. If a State desires to get out a road book, to prosecute a legal fight or to do any great work in the interest of cycling we believe that State should be assisted by the National organization. Give the National organization the great bulk of funds. Let the Divisions have enough to pay running expenses and no more. Then let the Divisions map out their work and call for an appropriation from the National organization. It may be that in a given year the money would be expended by six Divisions or less, but it would be spent to some purpose and for the good of cycling, and it would not be lying idle seeking for employment. To-day the large Divisions get a great deal of money but their demands are large and they do not get as much as they

need, while the smaller Divisions do not use even the small sums they receive. We believe the money paid in to the League treasury should be expended for the benefit of cycling and not hoarded. We do not think that the funds are used to the best advantage when they are spread broadcast with the hope that all may fall on good ground and bring forth fruit in abundance. We believe it should be the duty of the Executive Committee to direct League funds into channels where they will be used to the best purpose and always for the good of cycling.

#### APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 173—Total 28—11,988.

BOSTON, Jan. 11, 1889.

#### CONNECTICUT DIVISION—1—472.

Bridgeport Wheel Club.

21247 Bishop, Sydney, Bridgeport

#### ILLINOIS DIVISION—1—757.

Ill. C. C.

21248 Stowell, W. E., 880 Madison st., Chicago

#### KANSAS DIVISION—1—162

Emporia Bi. Club.

21231 Heilig, I. M., Emporia

#### NEW YORK DIVISION—21—2488.

Mahattan Bi. Club.

21245 McFarland, R. L., 345 West 24th st., New York

21246 Nathan, Alex, 414 E. 50th st., "

N. Y. Bi. Club.

21232 Adams, Robt. L., 200 Temple court, "

21233 Beckwith, C. B., 245 Broadway, "

21234 Brown, D. S. Jr., 176 West 72d st., "

21235 DeLima, Elias A., 202 West 74th st., "

21236 Hopkins, Edw. P., 30 Broad st., "

21237 Horton, Geo. M. S., Tribune Bldg., "

21238 Lathrop, Richard A., 112 Pearl st., "

21239 McClave, John Jr., 22d st. and 11th ave., "

21240 Orcutt, E. B. Jr., 46 Front st., "

21241 Scott, Edw. Jr., 120 Broadway, "

21242 Scott Wallace, 201 West End ave., "

21243 Smith, Leslie, 144 West 73d st., "

21244 Sweet, C. C., 4 South st., "

Unattached.

21225 Bacon, Wm. O., 710 N. Main st., Elmira

21226 Derby, Chas. E., 459 W. Second st., "

21227 Seely, D. W., 108 E. Water st., "

21228 Hills, Frank G., Havana

21229 Gillette, Wm., Madison Sq. Theatre, New York

21249 Wendehack, Chas., Box 2345, "

#### OHIO DIVISION—1—948.

Unattached.

21250 Kopp, Herbert, Salem

#### PENNSYLVANIA DIVISION—1—1482.

Unattached.

21252 Albright, John B., Lancaster

#### RHODE ISLAND DIVISION—1—265.

Unattached.

21230 James, Fred H. L., 30 Cherry st., Pawtucket

#### VERMONT DIVISION—1—58.

Unattached.

21251 Williams, J. J., Montpelier

#### OFFICERS FOR 1888—89.

PRESIDENT,

T. J. KIRKPATRICK,  
Springfield, Ohio

FIRST VICE PRESIDENT,

H. W. HAYES,  
103 State Street, Boston

SECOND VICE PRESIDENT,

W. S. BULL,  
16 West Eagle street, Buffalo, N. Y.

TREASURER,

W. M. BREWSTER,  
309 Olive Street, St. Louis, Mo

SECRETARY,

ABBOT BASSETT,  
12 Pearl Street, Boston, Mass.

League Members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston; sending their old address and 1888 number.

### Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find \$ for initiation fee and dues in the League of American Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed,.....

Club,..... P. O. Address,.....

References:..... City.....

State,.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)  
MEMBERSHIP FEE.—The Initiation Fee is \$1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance.

If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose \$1.50 with the application, after that date, and until April 30, 1889, enclose \$1.25.



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FOR BUSINESS AND PROFESSIONAL MEN.

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## LIGHT ROADSTER SAFETY.

PRICE, with "Double-Grip" Ball Pedals, \$135.

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*Catalogue Free.*

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*BOSTON, 18 JANUARY, 1889.*

Volume XVIII.  
Number 12.

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**CYCLES**



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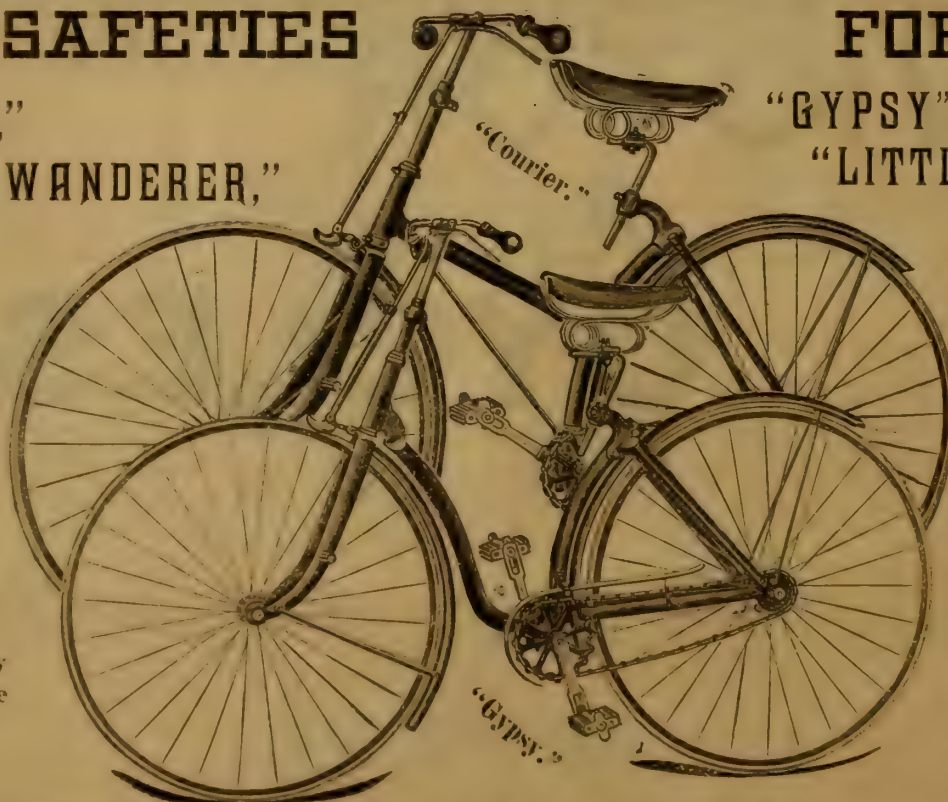
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**150 TICKETS**, at \$1 each, for a special built Humber Tandem, nearly new; weight 70 lbs.; hollow rims. To be drawn Feb. 15th, 1889. E. S. DAYTON, 120 Quinipiac st., Fair Haven, Conn.

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This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON,

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We wish to call the attention of the public generally to our new improved VOLANT SAFETY, which we have been induced to prepare to place on the market for 1889 to fill a long-felt want for those who desire to ride and do not wish to stride a high wheel, and for those who wish to purchase a wheel which can be adjusted to fit the whole family from a rider of 44 to 58 inches, and still for those who desire a machine that can be adjusted to them as they grow.

The VOLANT combines features of merit which can readily be appreciated by all. Our walking lever motion enables us to bring the wheels much closer together, thus distributing the weight to better advantage, also making it much less sensitive to steer. It has Ball Bearings all around, runs light, and is strong and compact. We shall have them ready for delivery by Feb. 15th to March 1st. Retail price \$115.

*Descriptive Catalogue Feb. 1st.*

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### TESTIMONIALS.

NASHVILLE, Tenn., Jan. 3, 1889.

Messrs. Wm. Read & Sons, Boston, Mass.:

Dear Sirs—The 53-inch New Mail, bought of you in 1887, I have now ridden nearly 4000 miles. True, this is not a great mileage, but every foot represents hard road use, and not to and fro over smooth park roads.

During the summer of '87 I rode this wheel from here to Niagara Falls, 845 miles, every foot of the way being either wheeled or walked, and it went through without a single mishap, making 70 miles average each day on the road, and five cents for benzine to clean the bearings, represents all the care and expense given to it. The ball head was not cleaned or adjusted till after I had ridden some 850 miles of rough road.

Since then, accompanied by two other New Mail riders, we made a straightaway run of 108 miles, being

the first century run in our State. Afterwards, with one other New Mail rider, I pedalled it 138 miles in a day, which is State record. Not a great record, to be sure, but remember it was over Tennessee roads, and 133 miles of it *unrepeated*.

This is my seventh wheel, five of them being the highest grade and price on the market, all of which I rode for at least one year, owning always at least two at one time, to better compare their merits, and I now say the New Mail is, without exception the most perfect and superb light roadster I have ever had.

It combines all the good features a most exacting wheelman could demand, including material, workmanship, easy running and great beauty of outline. In fact I have never yet met a wheelman, no matter what wheel he was riding, that did not say the New Mail was the handsomest looking wheel he had ever seen. The ball head is simply immense, and I would

not habitually ride a wheel without it; not a ball has been broken; it is always rigid, and never gives me the slightest trouble. Further, I am thoroughly convinced the oval backbone is the correct thing. I have never known of this shape perch being broken here, although there are some eight or ten English roadsters with oval backbones in our city, which wheels have been in hard use over five years, while I know of three round backbones broken here *this season* on high price roadsters.

Only lately I had the machine to pieces, and found the head and all bearings as good as new; in fact I think with perhaps a new set of tires some of these days the wheel is good for the next ten years.

Yours very truly,

ED. D. FISHER,  
Capt. Nashville B. Club.

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Out in February, with the Specialties and of the high quality of the Ordinary. THE BEST YET! Catalogue ready January 25th. Don't order a Safety till seeing ours. Will pay to wait! You can enter your name now for a catalogue. All agents of 1888 of the New Mail are requested to send us their full address *at once*. Catalogue and illustration free Jan 25th. Fine photograph of New Mail Safety now ready for 10 cts. in stamps.

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Published Every Friday

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**THE BICYCLING WORLD COMPANY,**

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

## TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS, OR POSTAL NOTES ONLY WILL BE TAKEN.

## EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 18 JANUARY, 1889.

**13,275.**

THE above figures represent our edition for this week. Now is the time to take advantage of the large and increasing circulation. No matter whether you have one wheel or one thousand, this is the medium for you.

A BILL for the provision of better highways will probably be introduced into the Tennessee Legislature during the coming session. A letter from a Senator of that State, asking for data as to similar bills, has been received by this paper, and we have taken steps to secure same.

THE Mayor of Boston, at the annual dinner of the Boston Merchants' Association held on the 8th inst. at the Vendome, made but a short speech, but one very much to the point. Referring to a previous speaker, who had shown how a more equitable system of taxation would be more easily borne, and would increase the revenue to the extent of at least two million dollars, he said: "That would give us two million dollars that we want to spend upon our streets alone." The storm of applause which followed this remark was not so much evidence of the need of improvement in the condition of our streets as of the importance of a subject never in this country brought prominently before the people until the commencement of the cycling era.

OUR New York contemporary waxeth wroth, and heapeth personal abuse on the devoted head of Mr. Luscomb. We are sorry to see our worthy brother lapse into the disreputable methods pursued by the general press when discussing the real or fancied demerits of a political opponent. Now as to the desirability of Mr. Luscomb as compared with Mr. Jessup, we aver that it is an open question, and one which it is perfectly proper to discuss, but we must protest, in the name of decency, that the contest does not

degenerate into a name-calling match. Both candidates will be represented by their friends at the meeting in New York next month, and in furthering the interests of their particular candidate they will see to it that the weaknesses of the opposing man are well ventilated and exposed, so as to act as a foil for the pre-eminent excellence of *their* man. This is all proper and legitimate politics, but don't let us get into a wordy wrangle like a parcel of school-boys, whose ideas of politics are confined to calling hard names and retorting, "You're another."

THE recognition by the non-cycling press, of the importance of the Roads Improvement question would aid materially the efforts of those who primarily at all events, regard the matter from the rider's standpoint. As a matter of fact there is no endeavor being made by cyclists to-day in the success of which the public should be more interested, or in which success would bring so much of benefit to the community, as this endeavor to improve our roads. It must be admitted with shame that in this country, good roads are the exception, bad roads the rule, and to aid in removing this stigma should be the pleasure, as it certainly is the duty, of every good cyclist and every good citizen. It is an encouraging sign when a paper like the *Boston Herald*, the circulation of which is exceeded by but two or three newspapers in the country, takes up this topic, and in a double leaved editorial puts it before its readers, 11th January, 1889, with eloquence and conciseness. For the benefit of our distant readers we reproduce (with italics of our own) the entire article, which reads as follows:

## BETTER AMERICAN ROADS.

Some time ago we called attention to the inferiority of the roads in some of the suburbs of this city, and to the fact that where good roads exist the increase of population and in the valuation of property has been more rapid than where little attention is paid to them. Brookline to-day is distinguished for its fine avenues; the roads are so fine that everybody uses them, and the attractions of that section are so well presented that an increasing number of people wish to select this town for their permanent homes. Brookline is not superior in its attractions to other suburbs of the city, but it has constructed its highways so well that its claims are better presented. Wherever good driveways exist within easy distance of the city the incentive is strong to erect good houses, and it is eminently for the advantage of the towns suburban to Boston to put their roads in the best of order, and to increase the facilities for reaching the city, if they wish to secure the overflow of the city population. *But this subject is wider than the Boston suburbs. There is a growing demand for better roads all over the country.* Gov. Beaver of Pennsylvania recently urged this matter in strong English on the Legislature. The Vermont press insists that the State will prosper in proportion to the increase of excellent roads through its beautiful scenery. It is insisted upon that they shall be smooth and hard at all seasons, never muddy, without roughness in riding, with no obstruction in hauling, so that people can traverse them with security and enjoyment. There is no reason why the finished highways which form one of the attractions of the old world to the American tourist should not be found everywhere in the better settled parts of our own country. No public investment is likely to bring in better and happier returns to the people. President Eliot says that *our roads and streets are the worst he has seen in any civilized country, even in Algeria, and that roads and parks are the instruments of public happiness which our own people have too little considered.* The simultaneous interest in this subject in different parts of the country indicates that a public defect is already widely noted and commented on, and this is the first step toward a change for the better.

## THAT RECORD OF 2.18 1-5.

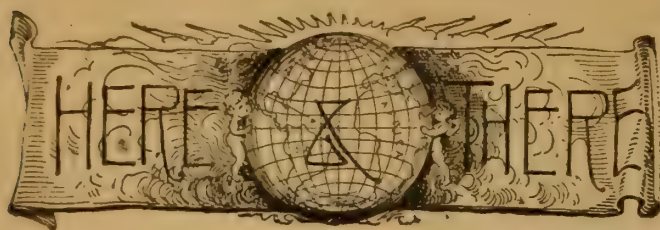
EVER since we announced that Whittaker, Oxborrow and Lees had accomplished the mile straightaway on a Rudge Triplet in 2.18 1-5 we have carefully watched the English papers for particulars as to the claim.

The papers that announced it have been strangely silent on the subject ever since. The bare statement of the claim is not enough in such a case as this when the time claimed is nothing less than marvelous.

In the mean time the Rudge people still advertise the claim.

As we took our facts from the *Cyclist*, won't that paper please state whether "Ah Fong" did the timing?





## NEW YORK.

"HAWKSHAW."

THE *entente cordiale* that seems to have been recently established between things theatrical and matters cycular through the advent of a fair member of the former profession into the realms of the latter would, if one believed all the panegyrics penned by wheel writers, surely presage an early marriage between the athletic cyclos and the fair and tuneful clío. In time all things happen, but I am afraid that in the present case the writers above noted have viewed this affair in entirely too much of a *couleur de rose* aspect to make the products of their pens as truly prophetic as they would otherwise be, were the object of their writings less passing fair. It will now be in order for some of these gentlemen to retort that I take this pessimistic view of the affair because I am an old bachelor whose heartstrings are too tough or too shattered, it matters not which, for them to prove responsive to the soft influences of female loveliness. While it is not true that I have yet reached an age where it can be claimed that Time has entirely shorn Cupid of his wings, I will admit that at my age perhaps the hand of prudence, while it may have deprived Cupid's wings of some of the wilder feathers there, yet still leaves him enough to fly with a more equal and steady flight than has yet been known by my younger brethren of the pen.

BUT to revert from so dangerous and personal a position. There is to some extent a warm personal feeling existing between the profession and the pastime, and many of the former are past grand masters of the header art. Space forbids that I attempt to name all of these, so I will take only one as an illustration. Mr. William Gillett, the talented author of "Held by the Enemy," "Shenandoah," and other well-known and successful plays, is almost as skilful a rider as a dramatist, and the following will show his interest in the sport is never lagging. When he was writing his last and most successful play, "A Legal Wreck," he thought of a plan by which he would advertise his play and at the same time place before the public a "handwriting upon the wall" that would betoken his connection with wheeling and its protective League. He proposed to call his play "Legally a Wreck," and it was to be billed throughout the country everywhere simply as L. A. W. and free use of the League badge was to be made, but unfortunately at the last moment he discovered that such a title would conflict with some other play long since written and forgotten, and he was compelled to abandon the idea. So we were forced to take the will for the deed, a misfortune much to be regretted. Perhaps the persons who will now for the first time learn of this affair and most regret it will be the members of the wheel clubs, who have been wont to decorate their headquarters with the lithographic works of art furnished by manufacturers and race meet promoters, and who will see in this failure of Mr. Gillette's a direct robbery of themselves of a choice bit of artistic ornamentation, which would have cost them but the usual outlay for this order of art gallery, i. e., the tacks that hold it to the wall.

It may be that the era of decent streets in New York is nearer than most of us suppose. Much encouragement for this belief is found in the newly-elected Mayor Grant's message, in which, after deploring the condition of our streets to some length, he speaks as follows: "..... though recent experiments on Madison avenue seem to show that in certain localities an asphalt pavement might meet the public requirements. The cost of both pavements (granite block and asphalt) being about equal, the selection might be determined by the character of the thoroughfare to be paved." Now if Chief Consul Bidwell will just shape public opinion a little bit, who knows but what some day we may have an asphalted avenue running from the park to the centre of the city! Speaking of new pavements reminds me that in Germany successful attempts have recently been made at introducing a composition of rubber as a street covering. While it cannot be denied that taking a header on a roadway made of rubber would indeed introduce a new pleasure into cycling and would rob this grizzly old wheeling bugbear of all its terrors, yet we are not so high-toned as to be able yet to turn up our noses at asphalt, so, Mr. Mayor, it's your treat, and we won't

ask for rubber; just give us asphalt and plenty of it, and then if ever you want to run for any office, no matter what it is, I will pledge you a solid wheelman's vote that will astonish you. Try it, and see if I am not right.

So the New York *World* has sent "our Tom," that's Tom Stevens, you know, to Africa to find Stanley. Well, well, here's fame, sure enough. Mr. Stanley is just as good as found already. Mr. Stevens doesn't use a bicycle on this trip, as there is a law in Africa which forbids the use of the wheel upon any of the boulevards there, so walking will be plenty good enough for Tommie. He has promised me, though, to use his influence in passing a bill similar to our Liberty Bill, which will open up Africa as a new wheelman's paradise, and he will distribute tracts among the colored aristocracy, showing the ninety-six different reasons why all men should learn cycling. While I am not officially informed on the subject, yet I am led to believe that Stevens intends to do a mean thing on this expedition of his. He intends to smuggle in a wheel, and when well into the interior of the country, there issue a challenge to all riders of the dark country, and failing to receive any reply thereto to at once proclaim himself the champion of Africa. 'Taint fair, perhaps, but what are you going to do about it?

## CHICAGO.

THE "STROLLER."

A CHOICE bit of gossip is floating around to the effect that "Verax," in order to heal the breach between the Lincolns and the faction that left that club and formed the nucleus of the present Pastime Cycling and Athletic Club, recently made application for membership in the Pastimes, thinking that consolidation might be brought about between the clubs in the course of human events. A friend of the gay and festive "Verax" made a canvas of many of the members of the Pastimes and found that black balls were numerous, in fact, it fairly rained black balls, and this being reported to "Verax" his application was withdrawn instant; and now the Lincolns and Pastimes think not of consolidation, and Ned congratulates himself on his narrow escape from those awful black balls.

SOME one asked John Cory why Randall did not have a lady with him at the theatre party, to which John replied: "He could not get anyone to go on account of the moth-eaten appearance of those whiskers of his."

THE annual meeting of the Chicagos promises to be a lively one, owing to the scheme of running two club houses being looked upon by many of the members as a useless expense, besides being a heavy drain on the club finances.

THE Illinois are exerting themselves to the utmost at present to make their annual ball a flattering success financially as well as socially, and there is small room for doubt but that they will succeed, and enrich the club coffers in a marked degree thereby.

I AM told that the famous triumvirate composed of Garden, Oliver and Bell is liable to be dissolved, owing to Bell calling Garden an Englishman, and Oliver saying that Bell was right, all of which has caused Garden's Scotch blood to boil with unusual indignation, and trouble is looked for in the future.

THE Lincolns hold their election on Monday, and as stated by me before there will probably be few changes in the present Board of Officers, with perhaps that of Secretary. Irwin will probably be elected to this office, as Spooner, the present incumbent, sighs for a position more congenial to his taste in the road department.

ON hearing of Roe's election Davis drew himself up to his full height and grimly said, "it is war to the knife now," while Sloan said he had nothing to say, "it was better to let it drop and not make a mountain out of a molehill," and Street remarked, with that sarcastic smile of his that pleases his friend Burnstein so much, "yes, not only to the knife, but by the knife to the hilt."

THE annual Pullman road race is being talked up, and preparations are being quietly made to make this one (the third) the most successful yet. A field of over a hundred starters is almost certain. The Illinois boys say they will show their Chicago brethren the dust (or mud) in this one, and the winners will wear the Illinois Club colors; and great will be rejoicing in the West Side club house when this comes to pass.

THE Chicago's theatre party Tuesday evening last was one of the most successful of the season. Some two hundred members, with their ladies, were present, filling the parquette and the boxes. Full dress was the order. Erminie was the opera, and in the second act Pauline Hall, after her beautiful Lullabye song, was presented with a magnificent floral wheel and silken banner appropriately inscribed. Many of the Lincoln wheelmen were present with their ladies, and I noticed a few Illinois members scattered through the



fire. Messrs. Garden, Miles, Hosford, Ingalls, Roe, Oliver, Bogue, Ayres, Schmidt and their ladies were among those occupying boxes.

THE "Twins" had a spasmodic attack of doggerel verse in last week's *Referee*, and have the following about the "Stroller":

"Who can that cruel "Stroller" be?

A hundred men have asked us.

We do not know—we wish we did,

If we don't—well, blow it—bust us."

Comment on the above is unnecessary. The "Stroller" at one time was quite well known here, but times change and men change with them. Keep on guessing.

THE Chicago's annual election passed off quietly, and resulted in the election of Skinkle, President; Sanxay, Vice President; Cory, Treasurer; Sieg, Secretary; and Roe, Captain. The Captaincy represented a beautiful, three-cornered fight until within a few days of election, when Sieg gracefully withdrew and consented to run for the Secretaryship, making it a close fight between Roe and Thorne, resulting in Roe's election by a small majority. Since writing the above I learn that Cory has resigned, owing to new business relations that will take him away from Chicago the most of the time. Skinkle is a worthy successor to Randall and probably far more popular in the club, but the club loses a most valuable officer in Mr. Cory and the club will have hard work to fill his place. He has been the one of all others who has done so much to put the club in the position it holds to-day, as one of the leading clubs in the West.

#### PROVIDENCE, R. I.

##### "CANDOR."

there is no question but what "Rhody" will still hold her high standard for successful bicycle tournaments.

CAMPBELL & Co., the bicycle dealers who really commenced business in this line here last season, seem to have done exceptionally well. They are about to move to larger and more convenient quarters in the new "Remington Building," where they will carry a full stock.

THOMAS STEVENS was to have given his lecture here on the 24th inst., and all the circulars, programmes and tickets had been printed, when we received word he was about to sail for Africa. The committee have concluded to have in his stead a grand musical and literary entertainment, consisting of the Crescent Male Quartette, the Weber Ladies' Quartette, the Beethoven String Quartette, and the Star Banjo Club. The quartettes and "musical gangs" will be assisted by Prof. Packard, of Brown University, as reader. The Crescent Quartette is the finest musical body "of the kind" in this vicinity. Their tenor, Mr. M. B. Grout, is an especially good one, while their first bass, Mr. Chas. L. Baird, "gets there." Mr. Phat T. Webster, the first tenor, is remarkably clear in his upper "register." Mr. Barron, the Court Jester, will perform.

#### PORKOPOLIS NOTES.

##### "STAR."

during the afternoon. As they were slowly jogging along by the light of the gas lamps of Eastern avenue, several kind-hearted individuals called their attention to the fact that it was raining and that they were getting wet.

THE style of the League cap should be changed. A low-crowned cap with a straight visor is more dressy, neat and stylish, and doesn't make the wearer look so much like the driver of a brewery wagon as the one now in use.

It is said that a bill is to be introduced into the State Legislature to make an appropriation to turn the Miami canal into Mill Creek at a point beyond Cummins ville, and to transform the portion lying in the city limits into a magnificent boulevard over five miles in length.

CHAS. CRONINGER, who climbed Sycamore Hill on the Sunday before Christmas and who was compelled to dismount when near the top on his second trip by Teddy Allsup coming to grief directly in front of him, seems not to have had enough, for on the next Sunday he climbed Graveyard Hill at Sandfordtown, Ky., which is longer, steeper and rougher than Sycamore Hill.

THERE are three classes of women who would soon bid farewell to every ache and pain if they would "throw physic to the dogs" and judiciously use the ladies' bicycles. There is the woman suffering from diseases peculiar to her sex, and who does not take exercise because waking painfully jars certain organs; the school teacher, whose trying occupation has nearly exhausted her supply of nerve force; and the woman inclined to obesity, who does not walk because her weight tires her feet. To the first the swaying motion of the bicycle and the absence of painful pressure of the abdominal muscles, owing to the trunk being held erect by the arms, offers a means of exercise that would soon tone up the weakened parts and make her think life worth living; to the second it is only necessary to say there is no tonic to the nervous system equal to cycling; and to the third, with only the weight of her lower extremities on the pedals, she would find that, with a moderate use of liquids, she would soon lose her ponderosity. Of course it is understood that in acquiring the art they should have the assistance of a muscular attendant who is thoroughly familiar with the machine, and when they have learned to ride that, at first, the exercise should be taken on comparatively smooth and level roads and for brief periods.

#### NEWS

##### AND COMMENT.

A GOODLY number of ex-Chief Consul Hayes' friends assembled at the Albany Depot last Monday afternoon to give that gentleman a parting godspeed. He leaves for the land of Brazil on Tuesday next. May he return to us with pockets full of ducats and an anatomy full of health.

WILLIAM GILLETTE, the "Private Secretary," is now a member of the L. A. W.

DR. CHAS. S. BUTLER, of Buffalo, will have the sympathy of wheelmen in the loss of his only son, who died Jan. 6th.

BROWNING, King & Co., of New York, have been appointed official tailors to the League. Advertisement appears this week.

WHILE the Boston Club is waiting for its new quarters to be furnished the members meet every Saturday night at Veith's Hotel on Tremont street and dine. "Papa" Weston is the promotor of these meetings.

MR. H. A. LIENHARD, for seven years connected with the office force of the Pope Mfg. Co., has gone west to represent that firm. He is a member of the East Cambridge Club, and his fellow clubmen gave him a great send off last Friday evening.

THE Northampton (Mass.) Wheel Club are prospering. This club took possession of their new club rooms two weeks ago. It has three rooms in Cook's Block, fitted up with all the modern improvements. A fine billiard table occupies one of the rooms.

THE new home of the old Boston Bicycle Club, on Boylston street, between Washington and Tremont streets, is being rapidly prepared for its occupancy. The entire inside of the building has been torn out and reconstructed to meet the demands of the club.

MR. T. S. MILLER, who was suddenly called away from Chicago to New York, desires to use the columns of the *WORLD* in saying good-bye to the many of his friends he did not have time to see. Mr. Miller is with the Lidgerwood Mfg. Co. of New York City.

WE shall miss the spicy notes of our old friend Page, of the St. Louis *Spectator*, and we are sincere in our regret that his bad health has compelled him to seek a warmer clime. The land of the Aztec will be his home. May good luck and a return robust health be his future lot.

THE total 1888 mileage for the Rhode Island Wheelmen, of Providence, is 42,620, or an average of 2131 for each of the twenty members. H. L. Perkins and C. E. Doe lead with a record of 4100 miles each; Cooke comes next, 3550, and then Spiers, 2625. Doe rode 767 1-2 miles in December, which we think is record for the month in this latitude.

DR. W. G. KENDALL, Captain of the Boston Club, was among the favored guests of Sam Wah Kee at the dinner given by the millionaire Celestial in honor of the birth of his son, christened (Gov.) Ames (Mayor) Hart Kee. The genial Doctor now declaims on the beauties of birds' nest soup and melody from a Chinese standpoint, with a zest and earnestness that awes and impresses his less favored clubmates.

WE are in receipt of an excellent photograph of the "Big Three" of the Dorchester, Mass., Bicycle Club, Clarke, Doane and Benson. The Eastern Road Club cup reposes contentedly on a table between Clarke and Benson. We cannot but regret the absence of McCombie, one of the team who lost his life in his attempt to help secure the cup for his club. The particulars of the fatal accident are still fresh in the minds of our readers.

This is cheap cycling with a vengeance, but we rather expect



hat our correspondent from Greenfield, Ind., must have had quite a number of friends who were "glad to see him," and put him up over night, or he could not have got out so cheaply. He writes: "Total distance ridden in 1888, 600 miles; paid for repairs, 85 cents; hotel bills, \$2.55; total lost, \$3.40; greatest distance in one day, 65 miles; fastest time, 7 miles in 22 minutes."

A SUGGESTION to the Illinois Division from L. A. W. No. 358: "In the WORLD of Dec. 14th an item stated that arrangements were about completed for an immense cycling tournament to be held in Chicago during the month of May, and as that month brings most delightful weather for cycling I suggest that the Division hold their annual meet in that city at the same time. The tournament will attract many wheelmen from other States, and if we add the meet the attraction will be doubled. What say you, wheelmen?"

THAT was a great dinner given Vice President Hayes by his associates of the Cambridge Club last Saturday. It was a rouser, and we think many moons will pass ere good old Herbert will forget that affair. The *menus* were ornamented with an excellent etching of Mr. Hayes, and these mementoes of the feast will be preserved carefully by all those who participated. Among those present were Vice Consul Robinson, of the Charlestown Rovers; Jack Seward, of the Chelsea Club; C. S. Clark, H. W. Burns, Charles Haley, George Nash, G. H. Gaines and others, of the Cambridge Club.

THE Melrose, Mass., Bicycle Club took formal possession of its new rooms last week Thursday. The rooms are located in the northern section of Eastman's block, and consist of a parlor and billiard room. The parlor is handsomely furnished and carpeted, and is supplied with an ancient fireplace, and there are several Turkish rugs and various pieces of bric-a-brac. Upon the walls are hung handsome paintings and engravings, and an upright piano occupies one corner of the room. The billiard room is appropriately furnished with combination billiard and pool tables. The club has twenty-five members and is in a prosperous condition. A reception was given to the friends of the club in the parlor at 8 o'clock, and at 8.30 the members of the club and invited guests repaired to the upper hall and danced until midnight. It was with sincere regret that we could not accept the kind invitation to attend, which was kindly extended through the courtesy of Mr. E. P. J. Morton.

#### ON THE WING.

BY OUR ROVING CORRESPONDENT, "SENATOR."

"Ho, for the Golden Gate!" was the cry when your roving correspondent shook the dust of Augusta, Georgia, from his feet and boarded a train for Omaha, which was to be the first stopping place. Atlanta, in "Lou" Powers, Homer Reed and others, had sufficient attraction to justify a stop-over for a day, and glad indeed I was that the stop-over was made, for it enabled me to have a twenty-minute chat with the Hon. Henry W. Grady, editor of the well-known *Atlanta Constitution*, and possibly the greatest orator of the South, if not in America, whom the Southern people hope to see at a future day President of these United States. The chat of course was cycling and cycle racing, as Henry W. Grady, Jr., is an enthusiastic cyclist and a member of the Atlanta Bicycle Club, and his father is proud of the cycling ability of the son. Mr. Grady was the means that brought about the Atlanta week's cycle tournament of 1887; it is hard to relate that he feels the Piedmont Fair lost money by the attraction, through, possibly, incompetent management principally. There may, in the summer of this year, be another tournament given in Atlanta on a larger scale, and will no doubt have Mr. Grady's able assistance in the management of the same. The genial *Constitution* editor told your correspondent with great glee about his great road race in 1887, when he chartered a special train to carry spectators, as the course lay right alongside the railroad track the whole distance. "It was a great success," said Mr. Grady, "and I cleared four hundred dollars out of it."

The dark summit of Lookout Mountain and Chattanooga met our view on the evening of the 22d Dec., and my scramble in 1884 to the summit, "to stand where Hooker stood, and where afterwards the stars and stripes floated from," and my reward being a severe sore throat, was food for thought as I stood on the back platform of the Pullman. "I lay ten days in that shed with only one blanket, and poorly fed, during the battle we had on that mountain," said a rough looking man who stood at my side, and who had at that moment caught my earnest gaze at the mountain which furnished a death bed for many a brave Confederate and Federal. "I belonged to a portion of Mead's command," he continued, "and was left with some more wounded in that shed while the battle was raging in the hills."

It soon got cold enough for my overcoat, which was the first intimation I had that we were passing from the torrid to the frigid

zone, and when the train dropped us on the worn out, rickety, old Nashville platform I expected every moment to hear a colored gent shout, "you should have seen this depot 'foh de war,'" as everything to the darkey mind was much grander "'foh de war" than afterwards. Hunting up Ed Fisher, the bicycle agent of Nashville, the pioneer cyclist of this part of Tennessee, Mr. Fisher volunteered the statement that over fifty wheels were sold in Nashville last year, and the riders are on the increase. I also met Mr. Duncan and a brand new League member, Mr. Jones by name, who proudly exhibited his League ticket received the day before. Two hours was my stay in Nashville.

The evening found me at Louisville, Ky., and having four hours at my disposal before my St. Louis train left, tracks were made for Huber & Allison's bicycle agency, where I was cordially received by Mr. G. M. Allison and brother. This enterprising agent dwelt on the improved condition of Louisville streets, and hoped for a genuine revival of cycling interest in 1889, and was of the opinion that the safety would have the run to a certain extent.

#### MR. J. L. YOST.

THE announcement will be received with surprise that Mr. J. L. Yost has severed all connection with the Springfield Bicycle Mfg. Co., which concern Mr. Yost has been so closely and prominently identified with since its incorporation.

For months past Mr. Yost's family physician has urged that gentleman to give up his sedentary mode of life, or incur the penalty of a serious break down in health. In view of the fact that Mr. Yost's whole ambition and interest was wrapped up in the Springfield Company this urgent advice on the part of the physician was a very hard matter for Mr. Yost to accept. Yielding at last to the inevitable, Mr. Yost severed all connection with the company a week ago, and started for the Pacific coast last Saturday morning.

His late associates in business deeply regret the necessity of this step and they, together with all who have been brought in business contact with him, wish him a speedy return to robust health and Boston.

The successor of Mr. Yost, Mr. Herbert Barrows, is a gentleman eminently fitted to fill the important position thus left vacant, as he has been closely connected with the company since its inception, and is thoroughly conversant with the working details of the concern during its existence.

#### ROAD IMPROVEMENTS.

THE year 1889 opens with most gratifying evidences of active agitation on the matter of road improvements.

In two States, Massachusetts and Pennsylvania, the Governors, in their inaugural message, urge legislative measures in order to secure better highways. On the other hand, New Yorkers hoped that Governor Hill would make some mention of this important subject and recommend similar action to that of Governors Ames and Beaver, but nothing of the kind appears in the message of Gov. Hill. From Ohio we hear that the question of improved roads has been taken up in Akron and Norwalk with spirit by those interested in this vital question. The country papers are discussing the importance of a new departure, and urging the tax payers and voters to go in for improved highways.

We cut from a Philadelphia paper the following paragraph, and commend the last two sentences especially, to the thoughtful citizen: "Every street in Rutledge (Pa.) should be macadamized, as well as the roads leading from Morton, Swathmore, Folsom, and the towns on the P. W. & B. Good roads are more important than good sidewalks. They will build up a town quicker than any other one thing, because everything else will naturally follow. See?"

A meeting was held in Elizabeth, N. J., last week Thursday, to discuss the matter of the proposed new Highway Law to be introduced into the New Jersey Legislature this session. Mr. W. T. West was appointed Chairman, and Comptroller Carlton, Secretary. The utmost interest was evinced, and a series of resolutions were adopted, embodying propositions giving to the Board of Freeholders the authority to designate certain roads as country roads, put them in proper condition and to keep them in repair, the material to be stone; the expense of such improvements to be borne partly by the county and part by the township and cities through which the roads run. One proposition is to issue county bonds, these bonds to be paid for in the proportion of the expense as divided up between the county and the several sections traversed by the roads. It was a representative meeting, several members of both branches of the Legislature being present.

The Massachusetts Division will be actively in the field this season, working and using its influence to further Legislation looking



# THE EAGLE BICYCLE.

## THE WHEEL OF '89.

Active Agents Wanted in Every Town and City in the United States.



### THE EAGLE

Is now ready for the market. In workmanship, finish, and quality of materials it is unequalled. Wherever the "Eagle" has been exhibited it has been received with enthusiasm. It combines all the advantages of the "Ordinary" with many qualities of a "Safety." It is second to none in speed, either on track or road. It is a good hill climber, and under perfect control in coasting.



### AGENCIES.

All applications for agencies will now receive immediate attention.

If you deal in bicycles, or, if you are a good rider, capable of showing up the advantages of an excellent wheel, apply at once for the agency for your locality.

We want live, active men, who will be awake to our interests and their own.

In applying address the Stamford office, and state the probable number of bicycles at present in use in your town or county.



**A Practical Rear-Driven Safety without Sprocket Chains, Levers, Clutches, or extra friction of any kind.**

**SIMPLE DIRECT CRANK MOTION.**

**✧ THE LIGHTEST RUNNING WHEEL IN AMERICA. ✧**

**BALL BEARINGS EVERYWHERE.**

**EVERY SIZE AND FINISH READY FOR IMMEDIATE DELIVERY.**

**LARGE ILLUSTRATED CATALOGUE FREE.**

**THE EAGLE BICYCLE MFG. COMPANY,**  
**STAMFORD, - - - - - CONNECTICUT.**

Ⓜ Mention this paper. Ⓜ



San Francisco, November 5th, 1888.

The Coventry Machinists' Co., Ltd., Boston, Mass.:

Gentlemen—As the year is drawing to a close perhaps you would be interested in knowing how the "SWIFT" has fared in this section as compared with other Safeties. To be brief, there are more "SWIFTS" in use here than any other make of Safety. We have not taken a single "ordinary," or any other kind of machine in exchange, as part payment, for a SWIFT during the season. Not a single SWIFT after leaving our hands has to our knowledge been exchanged for other make of safety or sold to a third party. There is not a second-hand "SWIFT" for sale or exchange. And finally, from present indications there will be more "SWIFTS" sold here during the coming season than any two other makes of safeties.

Yours very truly,

(Signed)

DEVANY, HOPKINS & CO.

|                                           |                                                      |                    |
|-------------------------------------------|------------------------------------------------------|--------------------|
| WARWICK                                   | CATALOGUE READY JANUARY, 1889.                       | CYCLE              |
| <b>THE WHEELS FOR 1889</b>                |                                                      |                    |
| ARE                                       |                                                      |                    |
| THE                                       | <b>Warwick Perfection</b>                            | BICYCLE            |
| AND                                       |                                                      |                    |
| THE                                       | <b>Warwick Perfection</b>                            | SAFETY.            |
| <b>WHEELMEN LOOK OUT FOR THEM.</b>        |                                                      |                    |
| <b>≡ Agents * Don't * Get * Left ≡</b>    |                                                      |                    |
| WRITE FOR DESCRIPTION.                    |                                                      |                    |
| <b>LOOK OUT FOR THEIR TANDEM BICYCLE.</b> |                                                      |                    |
| MFG. CO.                                  | <b>A. KENNEDY CHILD, Superintendent of Agencies.</b> | SPRINGFIELD, MASS. |



towards improved highway supervision. A good deal of quiet work is being done, which does not show on the surface, but which we hope to see take concrete form in the near future.

In Tennessee and New York the road improvement question will be one for the Legislatures to deal with. And so the good work goes on.

THE Philadelphia *Record* prints the following sensible stricture on the condition of the Quaker City streets: "The conservatism of Philadelphia and the patience of its people under annoyance have no better illustration than may be found in its hundreds of miles of cobble-stone pavements. For one hundred and twenty-five years the streets of this city have been cobbled, and 90 per cent. of the roadways are still paved in this fashion. The cost of repairs and cleaning is great enough to pay for proper paving every ten years. The cost of wear and tear of vehicles, of increased horse power, of loss of time, of loss of health, and of lessened value for grounds and improvements, if the aggregate could be correctly ascertained, would no doubt be found to amount to a sum sufficient to lay down a new Belgian or asphalt pavement every year. But still we rattle over our cobbles, and bob up and down upon them, and fall in the ruts and endure the filth with an equanimity that would have taken the conceit out of Job."

### POLLY, OF SWEETBRIAR VALLEY.

BY SECRETARY.

THAT all women act contrary to the ablest deductions of science, the laws of cause and effect, the regulations of supply and demand, as well as the Darwinian theory of the survival of the fittest, was firmly believed by Absum Cornpatch, and that belief had been more firmly established by an interview he had held that morning, in which his daughter Polly was his animated and defiant vis-a-vis. It is true that Absum Cornpatch's feminine acquaintance was extremely limited, and a broad-minded person might, therefore, term his conclusions unjust. "But," said he, "all pigs delight to root and all women delight to torment a man. I allow that different pigs root in different manners, and likewise different women torment men in different manners, but the rooting and the tormenting are accomplished."

I do not believe that in making this comparison Absum intended to place women on a level with pigs, or convey the impression that he thought they were, but as his chances for comparing all things in this world were limited to what he daily saw within the confines of the little valley wherein he lived, and from where he made but rare excursions to the neighboring city when he had the products of his farm to sell, and as at such times he was always too busy in keeping the designing city man from perpetrating some deep-laid swindle on him and at the same time keeping him from detecting any of the simple, little rustic wiles the honest farmer is prone to play on the green city man, that he had not much time left for observation, therefore we cannot expect his comparisons to be as refined and chaste as we, who have had more opportunities, would make them, where woman is concerned.

He had always secretly hated the city chaps, because when he was a lumbering sapling clumsily courting his wife Polly, he had had a city chap for a rival. Even now as he remembered him he would experience the dull hatred that he had felt in those old days when he was wooing Polly, in his plain, uncouth, shy way, and would sit off at a distance, sensibly feeling his inferiority to the city man, whose manners were polished and whose conversation was agreeable and interesting. Ah, well he could remember how, when he could only awkwardly mumble out some few words about "crops," need of rain, condition of the cattle, or some such humdrum talk, the glistening city chap would gaze on him with affectionate scorn and glibly recount adventures in foreign lands, the opinions of political leaders, and anecdotes so ludicrous that even Polly would be forced to laugh, and he would be the only one whose heart was too miserable to permit the lips to smile.

Ah, if it had not been for Polly, her own, dear, sweet self, he never would have had the heart to have fought the battle to its victorious end.

Now Polly's father and Polly's brothers and sisters were all in favor of the city man. The sisters were thinking of the winters they could spend in the city, and perhaps also catch a city husband; the brothers planned it would be a good place to stop and save hotel board, and besides he would necessarily show them the sights at night and pay for the fun, for all city chaps who marry country lassies are expected to do that and have done it since time immemorial. Polly's father favored it because the city chap was a clerk in a fertilizer office and could doubtless get him a discount off of prices and a lengthy note.

Polly and Polly's mother were the only ones who favored Absum's suit. Polly's mother favored it principally because Polly's father opposed it. Polly favored it because she loved Absum with all her

dear, affectionate heart. She was not ashamed of his uncouthness and poorly fitting clothes. One day, whilst her sisters were teasing her and ridiculing him, Nancy said: "Mercy, Polly, how can you stand him, he smells so of the fields and stables." Polly instantly retorted: "Well, he never smells of liquor."

Absum loved and revered Polly the more for sticking to him, despite the taunts and ridicule of her sisters and brothers and the wishes of her father, and also always retained a warm spot in his heart for his mother-in-law, who was such a staunch friend in his troublous courtship days.

During their young married life he had often told her he thought a girl should always marry the man she loved, if he was fitting, no matter who opposed it, and that he liked her the more for her grit, and her mother for her loyalty.

Of the flock they reared and guarded the pet lamb of her father was Polly, Jr., the image of her mother, from the soft, dark, curly hair adorning her scalp to the tender, under epidermis of her tiny feet.

And this pet lamb had just left him.

This was the interview:

Polly, Jr., defiantly: "Yes, I shall marry him."

Absum, smiling confidently: "You shall, hey!"

Polly, Jr.: "Yes, I am going to marry the man I love; that's what mamma said, and you say I am her own daughter."

This was an artful shot from Mistress Polly, and her opponent winced.

Absum: "You are, hey! I say you shall not with my consent, and what's more, if you do it without it you shall never darken my door again." The old chap's dander was up and he spoke with decided emphasis.

Polly, Jr.: "I shall marry him with or without your consent; and I shall darken this door just as often as I please, and what's more I shall marry him right yonder in that parlor, and if you don't like it you can—" she was going to say "put that in your pipe and smoke it," but remembering her father did not smoke she said, "put it in your ox cart and haul it around the farm," and Mistress Polly tossed her curly locks, fitted her eyes with poniards, pouted her rosy lips, and strutted from his presence with the swagger of a queen.

(To be Continued.)

### RACING AT OMAHA.

OMAHA has proved itself to be the paradise of professionals by the very generous support given the races during the past week. Almost every night and afternoon the capacity of the Coliseum building has been tested to the utmost. As the week advanced, the struggle between Knapp and the Unknown waxed hotter and hotter, until the enthusiasm got worked up to fever heat.

Unknown (who by the way is a protege of Prince, is an Englishman and a player in the band of the U. S. Regt. stationed at Omaha) seems to be a hot favorite. He never rode a bike until a few months ago but he soon showed that he had rare stuff in him and the grand race he made with the veteran Knapp has proved the faith of his admirers to be well placed. His real name had for some reason been carefully suppressed, but your correspondent gives it as Reading. At the end of the first day the big four, Dingley, Knapp, Morgan and the Unknown had finished exactly even and this fact helped to awaken public interest so that the building was crowded Tuesday, and the excitement great.

On Tuesday when the men had all been started, Dingley went away at a clip which evidently meant that he was going to try to shake the crowd, but the gang stuck to him like burrs, and for five miles the spectators saw the fastest riding ever seen in this city. The best Dingley could do was to gain half a lap, but the other men soon pulled him back to their company and he had to be content to "move with the procession," and in fact he had to leave the track for 30 seconds, during which time he lost three laps. Of these he regained two laps from Morgan and Knapp, and one lap from the Unknown.

On Wednesday 5000 people assembled to see the race, and the management was jubilant. Knapp had his instructions to go for Reading (Unknown) at 9 P. M., which he did in great shape, and the enthusiasm was tremendous. Knapp managed to gain one lap on his rival, but he was run out, while Reading did not show great distress. The contestants were showered with flowers from the hands of Omaha's fair daughters. Louise Armaindo had to quit the track on this day, having become very sick.

The rumor was started Tuesday night that the Unknown's name was not Reading, but that he was none other than Tom Battensby, the great long-distance rider of England.

Again on Thursday the Coliseum was thronged: the racing was every bit as exciting as on former days. Dingley again cut loose, and made his mates follow him to the merry tune of 18 miles for



the first hour. He paid for his effort later by fainting. This practically put Dingley out of the race.

A spoke in Knapp's machine gave out and threw him off, but he got another machine instantly and soon regained his lost distance.

On Friday night over 5000 admissions were sold, and the shouting that was done was a caution. It was a hard race for first place between Knapp and the Unknown, but Knapp managed to finish the evenings' run eight laps ahead of the plucky Britisher.

Saturday night saw 8000 people pass the gate, and the excitement ran high. Knapp had got a good lead on the Unknown, notwithstanding the latter's repeated and determined efforts to catch up. His efforts evoked such a storm of applause as to make one's head ring. It was a fearful uproar, and the ladies present stopped their ears while efforts were being made to quell the noise. As the time for the finish drew near, and as the soldier had gained two laps on Knapp, the excitement became worse, although it confined itself to shouting and the track was left clear and free. When Knapp finished the race, a winner by six laps, it seemed as if the building would fall. The Unknown was the favorite, and as a new rider he has made his mark. The question is, whether he won't prove a better man than Knapp, with more experience.

Below we give the distances at the end of each day:

|           | 1st Day. | 2d Day. | 3d Day. | 4th Day. | 5th Day. | 6th Day. |
|-----------|----------|---------|---------|----------|----------|----------|
| Knapp,    | 123.0    | 242.1   | 360.1   | 483.1    | 597.9    | 711.4    |
| Unknown,  | 123.0    | 242.3   | 360.2   | 483.0    | 597.1    | 710.8    |
| Ashinger, | 120.0    | 232.0   | 350.2   | 473.0    | 588.4    | 684.2    |
| Morgan,   | 123.0    | 231.2   | 349.7   | 473.1    | 583.0    | 699.2    |
| Dingley,  | 123.9    | 242.1   | 359.4   | 420.1    | 457.0    | 526.4    |
| Armaido,  | .....    | 170.3   | 224.3   | 337.6    | 395.5    | 370.0    |
| Eck,      | .....    | 125.0   | 140.0   | 143.2    | 143.2    | 343.2    |

It is claimed that the winner's share is good for \$700. The support given the tournament was splendid; the sport was superb.

"Senator" Morgan has challenged the winner of the race, and so Omaha may have another six days' race. J. J.

#### CORRECTION.

*Editor Bicycling World:* Kindly do me the favor to correct the statement that the Kings County Wheelmen hold both 1st and 2d high scores and that G. M. Nisbett is a member of the K. C. W. I am a member of the New York Bicycle Club and consequently the New York Club holds the record of longest distance for 1888, viz., 5231 miles.

The New York Club in 1888 rode 58646 miles—reported by 76 men—but it is only fair to state that 25 men report less than 100 miles for the year, even then our average for 76 men would be about 7713.4. Yours very truly, GEORGE M. NISBETT.

#### ELIZABETH WHEELMEN.

On Tuesday evening, Jan. 8, the above-named club held their annual meeting, and elected officers as follows: President, George C. Pennell; Vice President, A. G. Jenkins; Secretary, A. S. Brown; Treasurer, E. A. Faulks; Trustees, T. A. Doe, A. S. Crane, D. B. Bonnett, P. A. Oliver; Captain, Fred G. Gilbert; First Lieutenant, Louis B. Bonnett; Second Lieutenant, William H. Caldwell. Mrs. D. B. Bonnett was elected Color Bearer of the tricycle division.

The report of Captain Gilbert showed a total mileage of the club for the year just ended as being 23,947. The individual mileage of those who rode 1000 miles and over is as follows:

D. B. Bonnett, 2877 miles; H. McNiece, 2006; F. C. Gilbert, 1385; L. B. Bonnett, 1287; J. F. Decker, 1213 1-2; Rev. H. H. Oberly, 1075; A. T. Downer, 1000.

The largest individual mileage since the organization of the club is held by D. B. Bonnett, with 13,883 miles.

The cyclometer prize for 1888 was won by H. McNiece.

The largest monthly record is held by A. T. Downer, with a credit of 528 miles during September.

The 24-hour club record is held by Capt. Gilbert, who rode 157 miles in 18h. 45m. Touring was largely indulged in, Boston, Philadelphia, Baltimore and Washington being the favorite objective points.

On the track the club members have also shown up. Captain Gilbert won the 3-4-mile steeple-chase at the Baltimore Meet. W. H. Caldwell started in eighteen races, scoring ten firsts.

After the business meeting refreshments were served, and the balance of the evening given over to social enjoyment, singing, athletic exercises, etc., being also enjoyed.

The Entertainment Committee is at work completing arrangements for a grand cycling entertainment to be given February 15th.

The telegraph reports, which are copied, stating that the bicycle race between Prince and Eck on bicycles and Beardsley on a horse, Dec. 10-15, resulted in a victory for horses, was incorrect. The facts are that the bicyclists beat the horse by eight miles.

## CORRESPONDENCE.

*[The Editor of this paper is not responsible for opinions expressed and statements made in this department. He also reserves the right to expunge all matter which in his opinion is improper.]*

???

WHY has not the Martha's Vineyard banner been delivered to the Somerville Club who, it has been decided, won it by having the largest number of men in line in the parade at the Division Meet this summer? Is it because some of the members of that club openly acknowledge that it was unfairly won, because some of those who paraded in their ranks had long since ceased to be members?

Why did the President of one of our prominent clubs curtly refuse to be present at the annual ball of another club? Was it because of the bad blood engendered between the two clubs on account of this banner question?

What is the matter with C. S. Howard, of the Board, for Secretary-Treasurer if the present incumbent should be elected Vice President? Can anyone name a more eligible candidate, one who is more conversant with League and other cycling affairs? Should not the office, for obvious reasons, be located in Boston and not in some provincial town?

Why is the Division treasury in such a scandalous condition, when, but a year ago, it contained more money than probably any other Division treasury in the country? Would the League Secretary really like to have the other Divisions impoverish themselves merely that their chief officers may be solid with the royalty crowd?

Was the Second Vice Presidency given to Massachusetts as a sop to induce the delegates from this State to vote for the calomined candidate? and will these officers, who, individually, are noted for their independence, allow themselves to be seduced by such pap?

Why is the above-mentioned candidate so satisfactory to royalty? Is it because they have had him in training for several years, so that, if he is elected, the King-Maker, his nibs of Central Park, will continue to be the power behind the throne? Would Jessup, of Pennsylvania, be such a figurehead? I opine not, and trust that the Massachusetts delegates will vote for him, and thus unselfishly help to relieve New York of the burden they have so long borne of running the affairs of the League with little assistance from outside? Is not the hour at hand when other States should shoulder some of the responsibility?

Why has the same old, unsatisfactory hotel been selected in which to hold the coming officers' meeting? Few of the delegates wish to go there, and still fewer will put up there. Is it because one of the proprietors is a prominent member of the club that has so long had the control of the strings that work the League puppets?

Why is the *Wheel* so down on Luscomb? It was not such a long time ago that they tickled each other's backs.

Why is New York selected year after year as the city in which to hold the officers' meeting? Are not the delegates tired of the treatment they receive there, and ready to go to some city where they will be at least invited to see the inside of a club house?

When shall we again have the pleasure of listening to one of those carefully rehearsed speeches of the Doctor's, and how many times does he go over them before they are satisfactory to him?

These, Mr. Editor, are a few of the many conundrums that have been fired at me during the past few weeks by some of my cycling friends.

Although I desire to please these friends by giving the solutions, my answers would probably not be acceptable, so I offer a dinner at Young's to the correspondent who will correctly answer the greatest number of these chips from the conundrum factory, you to be the judge.

"WHAT THE."

#### ROUTES WANTED.

*Editor Bicycling World:* Will you, in your next issue, ask any one who knows, to kindly give, in a general way, the best bicycle route from Cincinnati, O., to Grand Rapids, Mich.? Mr. J. P. Petty, of this city and myself intend to make the trip next summer, and we are in doubt as to whether we should go up through Ohio or Indiana not knowing which route would furnish the best riding. We shall of course consult the road books for details when we decide which State we shall pass through to reach Michigan.

We are still having good riding in this vicinity—no snow as yet.

Fraternally yours,

W. C. MURRO.

Cincinnati, O., January 8, 1889. (P. O. Box 747.)

*Editor Bicycling World:* I have a great desire to take a two weeks tour this coming fall (1889) and would like to go South or Southwest. Can any one advise me of a particularly good route? What I mean by good route is, good roads and rolling country. I am looking for a picnic. Having spent my former vacations in the



rough mountainous country of Western Pennsylvania I am very anxious to experience the pleasure of rolling over some good roads. I would like to start from some point in Southwestern Pennsylvania and be out two weeks.

I have no particular objection to returning over same route.

Faternally,

No. 3562.

### "HAWKSHAW" GETS IT.

*Editor Bicycling World:* I am not in the habit of devoting much time to the notes contributed by your correspondent, "Hawkshaw," for the reason that the excessive amount of egotism displayed in them is rather tiresome. I did, however, read his remarks in the *WORLD* of December 28th, and in connection with them—with your permission—I should like to express the sentiments of a few and perhaps of a majority of your readers.

You will doubtless concur with me in saying that, laying aside all sentiment, the weekly paper furnished to L. A. W. members is, in a majority of cases, especially in the large cities, the only substantial advantage accruing from a membership in the League. The paper is also the most convincing argument that can be used in gaining new recruits. Is it, therefore, good policy to allow the otherwise high standard of your paper to be lowered? To waste valuable space, and to antagonize your Western readers by such trash as that which often emanates from your New York correspondent, "Hawkshaw?"

Take for instance his notes in the *WORLD* of Dec. 28th. The first third of the space is taken up with his positive assertions as to what wheelmen should and should not do. The next third is devoted to the utter annihilation of a correspondent "somewhere," as he terms it, "in the wild, woolly and windy West," who had hurt his feelings; and the last part, which purports to be after the style of some country correspondent, is a lot of nonsense, which is about on a par with the rest of his peculiar methods. It would hardly seem possible to find anything more "wild and windy," to use two of his own rather inelegant terms.

There is not a particle of news, nor a sentence in the whole thing that would go toward inducing a wheelman to join, or one who is already a member to remain in the L. A. W. The effect is entirely to the contrary.

My motive for this criticism is not pique because I am living, according to "Hawkshaw," in the wild, woolly and windy West, for I was born and passed most of my life in New York City. I am afraid, however, that some Western wheelmen may accept his remarks as voicing the sentiments of the majority of riders in New York regarding the West.

"Hawkshaw" has probably never been further West than New Jersey, and may therefore be pardoned for his decidedly antiquated and narrow views, which I am sure are not shared by many other Eastern wheelmen. Very respectfully, L. A. W. No. 14,670.

St. Louis, January 9th, 1889.

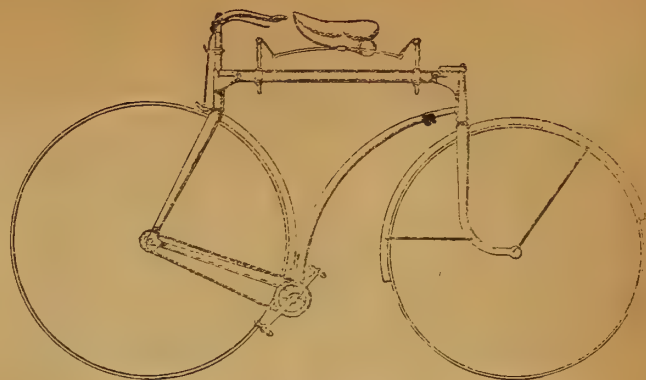
[Our correspondent is decidedly savage in his comments on "Hawkshaw's" contributions. We cannot admit that "Hawkshaw" was intentionally ill-natured or malicious in his reference to the West, but No. 14,670 seems to take the other view, and though we are sure he is mistaken, yet he has a perfect right to his opinion and to the expression of same through our columns.]

Our friend, No. 14,670, however, strays from actual truth, and in several other ways gets beyond his depth. In the first place No. 14,670 asserts: "The first third of 'Hawkshaw's' space" (of Dec. 28) "is taken up with his positive assertions as to what wheelmen should and should not do." A reference to said notes shows this is not correct, the space being given to a criticism as to the use of the Madison Square Garden track for cycle races. Mr. No. 14,670 also states that "perhaps he expresses the sentiments of the majority of our readers" in condemning "Hawkshaw's" notes as being "trash," "a lot of nonsense," etc.

This is not all, for our most esteemed correspondent, No. 14,670, asserts that the effect of "Hawkshaw's" notes will be to drive members out of the L. A. W.!!

Taken all in all the above letter is remarkable, and outside the protest at "H."s references to the West is an effusion that causes us wonder. We respect Mr. No. 14,670's personal opinion of "Hawkshaw's" notes and we are sorry that he does not like them, but our respect is increased to reverence when we find No. 14,670 is speaking for a "majority" of our 13,250 readers. Hereafter when we want to feel the pulse of the "majority" of our readers we will invoke the aid of this wonderful oracle.—ED.]

THE Forest City Ramblers' Cycle Club, of Cleveland, Ohio, held their annual meeting last week. The present membership is 55, and the total mileage is 70,000, the first thirteen riders having 42,202 between them. The Ramblers are in every sense a cycle club, awake, alert and on the road.



THE ACME.

THE above cut represents a machine invented by Mr. Harvey Brown of Brandt, Ohio, and which he calls the Acme Safety. The machine consists of a 32-inch front driving wheel, a rigid fore-frame, a 30-inch rear steering wheel, and the rear fork hinged to the perch as shown in cut.

The driving wheel being held firmly in line with the framing it is claimed that the push of the rider does not throw it out of its course. The rear wheel is used as the steerer with the rear fork hinged to the perch far enough forward of the centre of the rear wheel as to voluntarily follow in line with the front one when the machine is in motion. The steering is effected by connecting the steering bar and rear fork by means of rods and links, the rods passing through the hollow perch. The links consist of two toothed wheels, one fixed firmly on the top end of rear fork and the other hinged on the rear end of the perch, both inclosed in a neat sheet metal case.

In addition to the usual lever and spoon brake there can be placed on the crank shaft a drum and band brake operated by the foot.

The saddle is placed on an elastic seat spring which is suspended between two oscillating springs absorbing vibration.

Ample means are provided for adjustment to suit riders of different leg measure.

It is claimed that a bicycle constructed as above will run steady and that a rider need not be an expert to ride with hands off the handle bar.

### NEW RAPID CYCLES.

(From the Cyclist.)

WE shall publish our list for 1889 on Jan. 1st next, when they can be had on application. We hope to exhibit at the forthcoming Stanley Show, when we shall place on view cycles which for sound workmanship cannot be beaten.

It is worth while of any firm interested in the sale of cycles to write us for terms, and thus get an insight into the system which will ensure protection and prevent anyone else selling into their district. It is simple and effective, and consists mainly in furnishing each of our agents with a certificate of appointment as agent for the sale of "New Rapid" cycles, and guaranteeing only those machines which are purchased through such agents.

We invite cycle manufacturers to copy this system of ours, as well as the machines which we shall exhibit at the Stanley Show.

ST. GEORGE'S ENGINEERING CO., Birmingham.

MESSRS. SINGER & Co. will put on the market for 1889 twenty-four different patterns of cycles as follows: Four ordinaries, six safeties, including a ladies' safety and a tandem safety and single tricycles, including the Veloceman (hand driver) two tandems, one Victoria for four or more riders and three Carrier tricycles in single and double.

MR. E. M. WAITE, of Salem, Oregon, is nearly sixty years of age and yet uses his Columbia bicycle every day, and considers it indispensable.

THE Warwick Cycle Mfg. Co. have issued their first catalogue, and it is a model of typographical neatness. The wood cuts are especially fine, and the descriptive letter press is exhaustive and well written.

ONE of the novelties for the season will be the safety to be built by Wm. Read & Sons. We shall describe at the very earliest possible moment that facts and cuts can be obtained.





LEAGUE HEADQUARTERS:  
12 Pearl Street. Room 27.  
ABBOT BASSETT, Secretary.

FOR the first time in the history of the League we count 12000 members on our rolls, and still they continue to come.

THE Uniform Committee gives notice of a change of base in regard to the League Uniform. Hereafter the buttons and the cloth may be had of the Secretary at the regular contract price.

WE are sorry to see the *Wheel* introducing "vinegar" into the campaign for the presidency of the League. Two candidates are now in nomination by their friends. Each has done good work for the League and either will make an able president. We hope to see a friendly contest, and the League will not suffer by the triumph of either candidate. But let us avoid bitterness and recrimination. There is no call for it.

THE influence of the League in favor of good roads is clearly seen in the columns of the press and in the utterances of public men. We have set them to talking, and the manufacture of public opinion in favor of better highways is rapidly going on. This is the first step, and it is a very long one.

#### National Assembly.

In accordance with Section 1 of Article V of the Constitution, the Annual Meeting of the National Assembly of the League of American Wheelmen will be held on Monday, February 18th, 1889, at the Grand Union Hotel, New York City, convening promptly at 10 o'clock A. M.

It is earnestly desired that all persons entitled to a seat in the assembly will arrange to be personally present. In view of the fact that By-laws are to be adopted for the national organization, it may be advisable to continue the meeting over two days. I trust the members of the Assembly will, if possible, arrange their business matters so as to permit them to remain two days if it be found necessary.

In the absence of any new rule regarding proxies of those who cannot be personally present the old rule will govern. This rule is as follows, the National Assembly taking the place of the old Board:

"At these meetings any member of the Board may be represented by proxy, provided that the person holding the proxy shall be a member of the Board, and that no person shall be proxy for more than three members, unless he be a Chief Consul, when he may hold proxies for six members. Provided, however, that no other shall be proxy for another and vote in his stead, unless he be designated by name in the handwriting of the officer signing the proxy, and further, no other holding a proxy shall be empowered to transfer the same to any other officer under any circumstances."

The following gentlemen are hereby appointed a Committee on Credentials: Chairman, W. H. Emery, 1177 Tremont St., Boston, Mass.; W. S. Bull, 16 West Eagle St., Buffalo, N. Y.; and J. J. Van Nort, Scranton, Pa. Proxies may be mailed to the Chairman, care the Grand Union Hotel, New York, four days previous to the meeting, and members having proxies should, immediately on arrival at the hotel, report to the committee. A little attention to this matter on the part of members of the assembly will greatly expedite the work of this committee.

We may have but one business meeting a year, and it is hoped all the persons who are members of the assembly will be personally present at the meeting,

with arrangements made to remain until all the business is properly and carefully done.

Respectfully submitted,

T. J. KIRKPATRICK, President.

#### L. A. W. Uniform.

To the members of the L. A. W.

We have discontinued the arrangement had with Wanmaker & Brown, of Philadelphia, Pa., for the manufacture of the L. A. W. uniform, and placed same with Browning, King & Co., Broome and Centre streets, New York City, who will supply the uniform at the following prices:

Coat, \$3.25; breeches, \$5.50; shirt, \$2.00; cap, \$1.25; hose, \$1.00.

Members who desire to have their suit made to measure by their home tailor can be supplied with the cloth at \$2.25 per yard on application to the above firm or to the Secretary of the L. A. W., Abbot Bassett, 12 Pearl street.

Messrs. Browning, King & Co., through previous experience in making the League Uniform and also through the fact of having the largest and best equipped establishment in the United States, are in a position to give us satisfaction in any particular, and as the Uniform matter has not been handled to the satisfaction of the members of the League or the committee in the past two seasons, we considered a change necessary and in fact imperative.

Messrs. Browning, King & Co. will mail each member of the League a sample of the L. A. W. Uniform cloth also an illustrated descriptive circular of the uniform with full direction as to ordering the uniform and self measurement. The change in contract will take place January 15th.

N. MARLON BECKWITH.

DR. E. W. JOHNSON.

GEO. R. BIDWELL.

Uniform Committee L. A. W.

#### League Club, 212.

The *Aeolus* Cycling Club, of Chicago, Ill., has qualified as a League Club and is numbered 212. Organized August 1, 1887; President, George Koester; Treasurer, H. Freeman; Secretary, F. Weinberger; Captain, Thomas Bray.

#### New York Division.

To the Board of Officers New York State Division, L. A. W.:

The semi-annual meeting of the Board of Officers, New York State Division L. A. W., will be held at 3.30 o'clock P. M., Feb. 16th, 1889, at the Grand Union Hotel, New York City.

GEO. R. BIDWELL,

W. S. BULL,

JNO. C. GULICK,

Executive Committee.

#### Massachusetts.

To the members of the Massachusetts Division.

Mr. Chas. R. Dodge having resigned as a member of the State Board, Mr. Elmer G. Whitney of Boston is hereby appointed to fill the vacancy. Fraternally,

WM. H. EMERY, C. C.

Boston, January 10, 1889.

#### Ohio.

Mr. B. M. Cien Dening is hereby appointed Local Consul at Celina, Ohio.

T. J. KIRKPATRICK,

Chief Consul.

#### Massachusetts.

To the members of the Massachusetts Division.

A vacancy existing in the list of delegates to the National Assembly from this Division by the promotion of A. W. Robinson to be Vice Consul, I hereby appoint George A. Perkins of Cambridge a delegate to fill said vacancy. Fraternally,

WM. H. EMERY, C. C.

I concur in the above:

T. J. KIRKPATRICK, President L. A. W.

Boston, January 8, 1889.

#### Connecticut.

I appoint Mr. L. M. Woodford as Consul of Naugatuck, in place of Mr. T. L. Moore.

C. E. LAROM, C. C.

#### Missouri.

Abbot Bassett, Secretary:

Will you kindly make the announcement in the BULLETIN of the following appointments in this division, viz:

For member of the Touring Board, Nelson T. Haynes, Kansas City.

For Local Consul at Chillicothe, Geo. Milbank, Jr.

For Local Consul at Carrollton, H. L. Kennedy.

Yours truly,

W. M. BREWSTER.

#### The Carnival at New Orleans.

At a meeting held at the New Orleans Bicycle Club on Wednesday, January 9th, 1889, the following resolution was adopted:

Be it resolved, that we extend an invitation to the members of the League of American Wheelmen throughout the United States to visit New Orleans during the Carnival season which commences February 26th and ends March 6, 1889.

E. A. SHIELDS, President.

J. M. GORE, Secretary.

Those who expect to be present will please send their names to Harry H. Hodgson, Vice-President N. O. B. C., and Chief Consul Louisiana Division, L. A. W., No. 13 Carondelet street, New Orleans, who will give information about Hotels, Rail-road fares, and secure invitations to the mystic balls on Mardi-Gras night.

There will be seven different parades extending over 7 or 8 days; all wheelmen who will come are requested to bring their mounts with them.

The city of New Orleans is filled with places of interest to the traveler, the climate is very mild, and the hospitality of the people proverbial.

#### APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list to the following week.

List 174—Total 16—12,004.

BOSTON, Jan. 18, 1889.

#### COLORADO DIVISION—1—64.

Unattached.

21263 Dobbins, D. E.,

Longmont

#### CONNECTICUT DIVISION—4—470.

New Haven Star Club.

21261 Lowell, Wm. H., 13 Edgar st., New Haven

21262 Maillefer, Paul S., 245 Hallock ave., "

Unattached.

21266 Stevens, John F.,

Clinton

21253 Benedict, Junius,

New Canaan

#### ILLINOIS DIVISION—3—760.

*Aeolus* Cycling Club.

21257 Classen, Fred, 139 Crystal st., Chicago

K. K. K. Ramblers.

21254 Hatch, A. L., Kankakee

Unattached.

21255 Long, J. Ed,

Taylorville

#### IOWA DIVISION—2—172

Unattached.

21264 Rine, J. H. Jr.,

Humbolt

21259 White, Ted G.,

"

#### KENTUCKY DIVISION—1—62.

Unattached.

21265 Caldwell, O. B.,

Danville

#### MICHIGAN DIVISION—1—355.

Unattached.

21260 Smith, Charlie E.,

Pontiac

#### NEW JERSEY DIVISION—1—743.

Unattached.

21260 Starks, J. E., Miners Theatre,

Newark



## NEW YORK DIVISION—1—2489.

Unattached.

21267 Butler, F. M., 607 Warren st., Hudson

## PENNSYLVANIA DIVISION—1—1483.

Unattached.

21268 Miller, Phil A., Elizabeth

## TENNESSEE DIVISION—1—116.

Unattached.

21253 Sparks, J. W. Jr., Murfreesboro

## OFFICERS FOR 1888—89.

PRESIDENT,

T. J. KIRKPATRICK,  
Springfield, Ohio.

FIRST VICE PRESIDENT,

H. W. HAYES,  
Box 150, Para, Brazil.

SECOND VICE PRESIDENT,

W. S. BULL,  
16 West Eagle street, Buffalo, N. Y.

TREASURER,

W. M. BREWSTER,  
309 Olive Street, St. Louis, Mo.

SECRETARY,

ABBOT BASSETT,  
12 Pearl Street, Boston, Mass.

## Standing Committees.

Executive and Finance.

T. J. Kirkpatrick.....Springfield, O.  
H. W. Hayes.....Para, Brazil.  
W. S. Bull.....Buffalo, N. Y.

## Membership.

G. Carleton Brown.....Elizabeth, N. J.  
Frank C. Blodgett.....Detroit, Mich.  
Alfred Ely.....Cleveland - O.

## Rights and Privileges.

Chas. H. Luscomb.....280 Broadway, N. Y.  
J. S. Dean.....care *Bicycling World*, Boston, Mass.  
A. Moore Berry.....421 Olive street, St. Louis, Mo.

## Rules and Regulations.

Dr. Wm. H. Emery 1177 Tremont street, Boston, Mass.  
W. W. Share.....P. O. Box 23, Brooklyn, N. Y.  
Henry Crowther.....P. O. Box 1582, Philadelphia, Pa.

## Improvement of Highways.

Stephen Terry.....Hartford, Conn.  
Chas. S. Butler.....263 Main street, Buffalo, N. Y.  
H. S. Livingston.....Cincinnati, Ohio  
Care Seasongood, Menderson & Co.

## Racing.

C. S. Davol.....Warren, R. I.  
George S. Atwater.....206 Penn. av., Washington, D. C.  
Col. George Sanderson.....Scranton, Pa.  
George Collister.....Cleveland, Ohio.  
Care Davis, Hunt & Co.  
W. M. Brewster.....309 Olive street, St. Louis, Mo.  
H. H. Hodgson.....New Orleans, La.

## Transportation.

Burley B. Ayers, 153 S. Hoyne avenue, Chicago, Ill.,  
Chairman, with other appointments yet to  
be added to this committee.League Members who desire a change of address  
should notify the Secretary, Abbot Bassett, Box 5267,  
Boston, sending their old address and 1888 number.

## Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary (Box 5267, Boston, Mass.)

*Dear Sir—Inclosed find \$ for initiation fee and dues in the League of American Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.*

Signed,.....

Club,.....

P. O. Address,.....

References:.....

City.....

State,.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is \$1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance.

If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose \$1.50 with the application, after that date, and until April 30, 1889, enclose \$1.25.

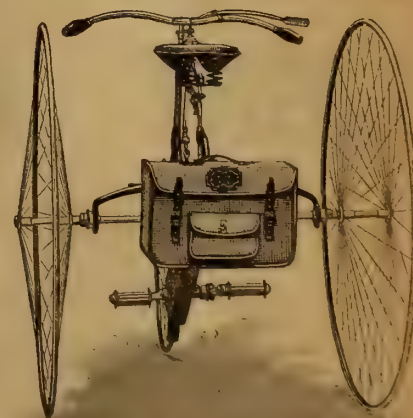


# INCER CYCLES



UNEQUALLED  
FOR  
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Immediate Supply.



W. B. EVERETT & CO., 6 and 8 Berkeley St., BOSTON.

## Second-Hand Wheels,

Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand wheels. Prices on all wheels guaranteed as low as the lowest.

ROUSE, HAZARD & CO, 9 G St., Peoria, Ill.

Successors to GEO. W. ROUSE & SON.



## Bicycles on Easy Payments.

Victor, Springfield Roadster, New Rapid, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from \$6.40 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.

Successors to GEO. W. ROUSE & SON.



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FOR BUSINESS AND PROFESSIONAL MEN.

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# A NEW COLUMBIA



## LIGHT ROADSTER SAFETY.

PRICE, with "Double-Grip" Ball Pedals, \$135.

Tangent Spokes, Cold-Drawn Seamless-Steel Hollow Felloes, Columbia Tubular Steel Frame with anti-vibrating Spring Fork, Ball-Bearings all around, Ball-Bearing Socket Steering-Head, One-Piece Hollow Handle-Bar, Improved Ewart Chain. Readily adjustable, in every essential particular, to meet the requirements of any rider.

*Catalogue Free.*

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**POPE MFG. CO.**

BOSTON.

NEW YORK.

CHICAGO.





**THE BICYCLING WORLD**  
**& BULLETIN.**  
DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.  
5 cents a copy.

*BOSTON, 25 JANUARY, 1889.*

Volume XVIII.  
Number 13.

We should be glad to send you a copy of the Victor Catalogue for 1889, if you will send us your name and address.

It is larger and better than ever before, and describes the best line of wheels in the world.

---

**OVERMAN WHEEL CO.,**

Makers of Victor Bicycles, Tricycles and Safeties.

**BOSTON.**



# WE CLAIM

that we are the only firm of importance in the cycle trade in the world who have not employed professionals, or makers' amateurs, to run bogus races! create records!! and win championships of the world!!!

We claim, That the NEW RAPID CYCLES do not need any such tinsel ornaments.

We claim for the "New Rapid," a reputation as a solid bona fide Roadster, second to none.

## St. George's Engineering Co.,

**BIRMINGHAM, ENGLAND.**

**NEW SAFETIES**

**FOR 1889.**

"COURIER,"

"WANDERER,"

"GYPSY" and

"LITTLE JEWEL."

"COURIER,"

\$75.00.

FOR MEN.

"Gypsy,"

\$60.00.

For Ladies.

"WANDERER,"

\$35.00.

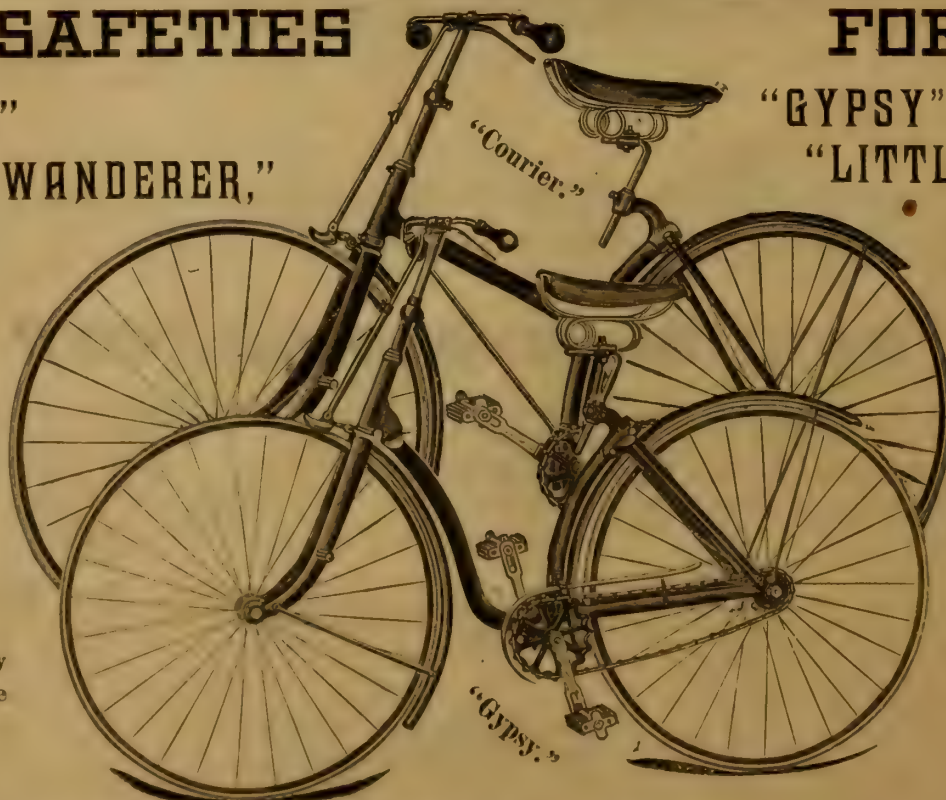
FOR YOUTHS.

Little Jewel,"

\$25.00.

For Boys & Girls.

Don't buy a Safety  
until you have  
seen ours.



They have all the  
latest improve-  
ments, and are  
unequalled.

HIBBARD, SPENCER, BARTLETT & CO. (Wholesale Only) Chicago, Ills.

SEND FOR FEBRUARY CATALOGUE.



# THE KODAK CAMERA---FOR WHEELMEN.



Price, \$25.00.

THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and pressing a button.

One Hundred instantaneous views may be made without reloading, and a knowledge of photography is unnecessary. The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The "Kodak" is an article which every wheelman should possess, and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

Send for copy of Kodak Primer, containing Kodak photograph.

**The EASTMAN DRY PLATE AND FILM CO.**  
**ROCHESTER, N. Y.**

## SPECIAL.

All Advertisements in this Department 20 cents a line.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.

**EUREKA HOME TRAINER** and Bicycle Stand.  
Write for particulars. M. A. WOODBURY,  
Bradford, Pa.



**L. A. W. BADGES,**  
For Gold Pins of the Official  
Design, send direct to  
**CHAS. H. LAMSON,**  
177 Middle Street,  
Portland, Me.

Patented. Price, \$3.50, \$5.00, \$7.00 and \$8.00, according to finish. Diamond Badges \$15 to \$50 for the larger pins, and \$10 to \$30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

**LAMSON'S LUGGAGE CARRIER**, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

## SALESMEN

We wish a few men to sell our goods by sample to the wholesale and retail trade. Largest manufacturers in our line. Enclose 2-cent stamp. Wages \$3 Per Day. Permanent position. No postal answered. Money advanced for wages, advertising, etc. Centennial Manufacturing Co., Cincinnati, Ohio.

**Bicycles, Tricycles, Tandems and Safeties.**

**SHOP WORN and SECOND-HAND.**

All makes, selling without regard to market value, to make room for a large stock of 1889 patterns of Singer Cycles. Make your own price, cash or instalments. All goods guaranteed as represented. Call or send for description.

**Most Complete Repair Shop in the City.**

**W. B. EVERETT & CO.,**

6 and 8 Berkeley St.,

(Odd Fellows' Building,)

BOSTON, MASS.

**FOR SALE**—55-inch Columbia Light Roadster; also Veloc Columbia; both 1888 pattern; best condition. Bagains. For particulars address ROBERT L. THOMPSON, Muscatine, Iowa.



## EXCELSIOR FLANGE and SKATE COMBINATION,

For All Kind Cycles.

Patented Oct. 2, 1888.

Superior to Toboggan, Roller or Ice Skating

Great Speed and Perfect Safety

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THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

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League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

## TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the *Bicycling World Co.*

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## EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 25 JANUARY, 1889.

13,299.

AND still on the increase. We believe the object of the advertiser is to reach the greatest number of readers at the smallest proportionate cost? If this is really so then the *WORLD* and *BULLETIN* offer advertisers the very best medium. A well known patron of this paper aid to our representation the other day, "The returns and answers to my ad in the *WORLD* and *BULLETIN* outnumber over ten fold the replies and returns from all the combined ads in other cycling papers put together." In this connection it will be well to refer to the article in another column headed "This looks like business."

WITH the retirement of Mr. Geo. R. Bidwell, from all active participation in League affairs, New York State and the League at large will lose a valuable and energetic officer. Mr. Bidwell's resignation will be handed in at the officers meeting to be held February 18th and if accepted Mr. W. S. Bull of Buffalo will by right of successor assume the duties and title of Chief Consul until the general election. Mr. Bidwell has been led to this action because of the feeling that he must give his undivided attention to his private affairs.

IN the Official Department of this paper we print, in full, the new rules adopted by the Racing Board.

The new rules provide for the appointment of seven or more distinct official handicappers. The Board also introduces a rule to correct the habit some riders had, of staying on the track after they were hopelessly out of the race, solely for the purpose of acting as a pacemaker to some favored competitor.

Another rule empowers the Referee to suspend any rider from the track whom he may deem guilty of unfair dealing or ungentlemanly behavior. The rule then goes on to define the above offences. But we marvel that while the definition of "unfair deal-

ing" specially mentions "entering a class race to which his record does not give him the right of entry," it does not include the rendering of false figures or the suppression of true figures to handicappers, as a misdemeanor.

Rule No. 24 permits the Referee to place a time limit on any race, such limit to be announced only immediately, prior to the start.

GOV. HOVEY, of Indiana, in his inaugural, dwells at length on the road question. What he says is so much to the point that we give that particular clause in full:

"The construction of gravel or macadamized roads between the cities, towns, villages and commercial centres of the State is of the very greatest importance. In every year many of the main thoroughfares are mud-locked, so that it becomes almost impossible to pass over them with an empty vehicle. Such obstructions are not only an inconvenience to the public, but are oftentimes the cause of great loss to our farmers, as they cannot convey their produce to market in a proper manner at the most convenient and profitable time. With our river and railroad systems, which may be regarded as the great arteries of travel and transit, good country roads would act as the veins which would give to the great body of commerce the most healthy action. In the States and counties where such roads have been constructed, farms are worth much more than better lands in this State, where the rich clay soil and change of seasons often render our roads nearly impassable. The revenue to be derived from the sale of intoxicating liquors and ardent spirits, and from the dog tax, might be very properly used for the construction of such roads. Large sums of money are now, under our present road system, expended and wasted, which might be of great benefit if the roads could be worked under some general supervisor who understood practical engineering. Bridges, culverts, ditches and embankments are now constructed in many localities at great cost which are almost worthless, and even the earth roads are worked, in many instances exhausting the road tax, without much practical benefit. It might be worthy of your consideration whether convict labor, instead of competing with our mechanical industries, could not be utilized in the construction of gravel and macadamized roads.

I believe it can be safely said that the farming lands of this State, with good roads, passable at all seasons, would be worth at least twenty per cent. more than their present value.

## NEW MAIL.

MESSRS. WM. READ & SONS devote several pages of our paper to the strong claims of the New Mail to the confidence of the riding public. We commend these pages occupied by the Messrs. Wm. Read & Sons to the careful perusal of our readers.

The New Mail is surely a fine wheel, and keeps right at the front. Everything about it is of the highest grade, and no one can deny but that it has a strong backing, as shown by the testimonials from experienced wheelmen who have tested the wheel thoroughly on the road, under all conditions.

## A TEAM FOR EUROPE AND AUSTRALIA.

IN Omaha recently a deal was made between "Senator" Morgan and T. W. Eck, representing a team of American professional cyclists and Frank Parmilee, the chief partner of the Collins Gun Company, and one of the wealthiest young citizens of Omaha. The deal consisted of an arrangement whereby Mr. Parmilee furnishes financial backing sufficient to carry out a successful tour of Europe and Australia, and any other country where cycle races could be given successfully. Eight riders it was decided to be enough to form a team, and it is quite probable two of the most prominent American amateurs will join the team as "pros," and the rest will be selected with a view to their speed and stability.

"Senator" Morgan will have full charge of all business arrangements, and will go ahead of the team some weeks to arrange all details of the engagements, etc., while T. W. Eck will handle the team and also act as manager of races. It is expected Mr. Parmilee will accompany the team, if the present arrangements hold good. It is proposed to leave this country immediately after the *Referee*, Chicago, six-day tournament in May. In the meantime a visit to the Pacific coast may be made.

Morgan and Eck are now in active correspondence with English and French projectors of tournaments, and the world's fair at Paris will possibly give specially attractive purses to secure the team's appearance. Over two thousand dollars of engagements on English tracks are already promised the team.





## ST. LOUIS.

## "LINNEUS."

ROAD improvement is being agitated in this city. Last Sunday the *Post Dispatch* had an article, and the *Anzeiger*, a German daily, had an editorial, on the subject. In the meantime the Division officers have not been idle, and Chief Consul Brewster and Chairman Holm of the Touring Board are hard at work on a letter to be addressed to each member of the State Legislature, calling attention to the need of better roads. The League leaflet will be enclosed with each letter sent. Bills without number are constantly being introduced, and the chances are that a road bill will be framed before long. Among the worst evils we Missourians have to contend with is the law which allows people to work out their road tax; another one is that all county roads in the State, with few exceptions, are in charge of the County Surveyor, who, as a general thing, has other duties to attend to and leaves the roads to take care of themselves, and what is worse, is ignorant of the first principles of road building. We have a good bridge law, and if road laws of the same calibre can be gotten through the Legislature big improvements will result. While on this subject it may be well to state that nothing benefits the agitation for better roads more than incessant rains, as is proven in Texas, where it has been raining for the past three months and the roads are consequently impassable. If, however, legislation on this point is delayed until the roads drop up and become passable, you will see how quickly all thought of better roads is dropped; again, if the matter be left to the vote of the people, all laws imposing a road tax to be paid in cash will be defeated. Acts passed by the Legislature are the quickest to bring about a change for the better.

HAL GREENWOOD was taken sick with typhoid fever last week, but fortunately the disease proved of short duration and he is able to be about again.

PROF. BARRON, of the Missouris, has gone to Milwaukee for the benefit of his health, and during his absence C. C. Hildebrand will continue to lead the gymnasium classes. Last Thursday Harry Louderman and Webb Samuels engaged in a high jumping contest, which was won handily by the latter.

PERCY STONE takes exception to the statement contained in last Sunday's *Post Dispatch*, which stated that in Sanders, Snyder, Hurck and Tivy the Cycle Club has a quartette of riders second to none, and says that the Missouris can furnish a team that can come in 1, 2, 3, 4 ahead of them. It remains to be seen if they will let the statement go unchallenged.

R. D. GARDEN writes me: "The generous reward you offer for a knowledge of 'Stroller's' identity is very tempting, but meantime entirely beyond my reach, for I would gladly give twenty calendars to gratify my own curiosity and unmask the rascal himself. Should we be fortunate enough to arrange a series of Stone-Lumsden races I shall probably be in St. Louis next May, but meantime I regret to say preliminaries drag sadly." Can it be possible that some one is crawling?

THE lot of a Touring Board Chairman is not the happiest one. Unless all the work of getting road reports is done by him alone, little is done, and whenever the members of the Board are gently reminded of their duties, resignations, as a rule, result. Work on the new road book will soon be started, and all League members who reside in or near unreported counties would confer a favor by procuring all road information of unreported counties and mailing it to the Chairman.

THE meeting of cyclists to form a stock company was held at the Cycle Club house last Friday, and was attended by a large number of riders, among whom were noticed Messrs. Brewster, Jordan, Sanders, Oelleins, Todd, Wheeler, Hurck, Wilder, Laing and others. The matter was generally talked over, and all present thought favorably of the scheme. Another meeting will be held next week, and as soon as two prominent manufacturers can be heard from positive action will be taken.

THE Missouri's entertainment on Friday, Jan. 19, was a mock trial, participated in by the legal talent of the club. Sheriff A. M.

Lewis called "the Honorable Circus Court of the Missouri Bicycle Club" to order at 8.30 P. M., sharp, using a fifteen-pound Indian club as a gavel, and from then on the fun flowed fast and furious. The suit was brought for slander, the opposing parties being impersonated by Tom Lynch as Sally Love, plaintiff, and Jones Irvine as Daisy Dove, defendant. Willy Brown acted as counselor for Miss Dove, and Chas. Allen performed a like service for Miss Love, while Montague Lyon attended to the prosecution. A. M. Berry presided as judge, and as usual won the admiration of all by "his fair and impartial rulings." Jack Astor Vanderbilt (C. C. Brewster) was the only witness, and had to be brought into court by a writ of attachment, for which a fine of \$1000 was imposed. No end of fun was had during the impaneling of the jury, and particularly during the challenging of same. The "fair" plaintiff and defendant, while on the witness stand, evoked roars of laughter, and some of the thrusts made at the fair sex were right to the point. Court adjourned at 10.45, and the balance of the evening was given up to dancing and discussing a fine supper. That the affair was a big success need hardly be mentioned here, and thanks are due the Entertainment Committee for the complete arrangements which made it so.

## PENNSYLVANIA.

## "ARIEL."

THE Philadelphia Bicycle Club have been compelled to cancel their date for the lecture which Thomas Stevens was to have delivered under its auspices, at Association Hall, on the 23d inst., owing to Mr. Stevens' departure on the New York World mission. Fortunately the club have had the cash deposit they made to secure the hall very kindly returned to them by the Y. M. C. A., and as the printing had not yet been done it escapes whole, financially, but this does not detract from the fact that Mr. Stevens' methods were scarcely business-like, to say the least. Twenty-four hours later and they would have had a heavy printing bill to assume, without recourse. The club feel that Mr. Stevens should at least have notified them that he was likely to be sent off at short notice.

THE Mount Vernon Wheelmen are looking about for new quarters, their membership being upwards of sixty. They will endeavor to secure a house near their present location, and put in a gymnasium.

EX-CAPTAIN FLEMING, of the Century Wheelmen, goes South this week on a trip to the land of flowers. He does not take his wheel with him, owing to the sandy condition of the roads, but on his return will make an extended tour, presumably to the Pacific coast. If possible he will organize a party for this tour.

TWENTY-FIVE couples, the majority of whom were in full dress, attended the South End dance. The guests tripped it in the two large parlors, the orchestra being placed midway in the hall. The South End are fortunate in the possession of enthusiastic friends among the fair sex, one of whom presented the club with a handsome banner of blue silk, embroidered with the club colors, and bearing the new club emblem—the wheel and arrow—in white.

MESSRS. STRONG and Wells, of the Strong & Green Cycle Co., sailed for England on Thursday last, for the purpose of taking in the Stanley Show novelties and at the same time making arrangements in regard to their business for this season. I see that Bert Owen has sailed for the same purpose. There are rumors in the air of coming troubles in connection with the importation of English wheels, and several parties are likely to find themselves in hot water before the summer solstice is upon us.

THE social season is in full swing. Following closely the annual dinner of the Tioga Cycling Club, which came off at the Colonnade Hotel last week, for which thirty covers were laid, and among whose guests were representatives from all the city clubs, came the first dancing party of the Pennsylvania Bicycle Club, which was quite a swell affair, and which is to be repeated on February 21st—then the second of the sociables given by the South End Wheelmen, and the supper of the Camden Wheelmen, on Thursday night at Rudolph's Cafe.

STILL more changes in the trade, and for the third time a change has been made in the representation of the Victor cycles in this city. The new agents will be the Philadelphia Bicycle Co., who have secured a fine store room at No. 831 Arch street. B. F. McDaniels is a member of this new firm. This part of the city has become the centre of cycling trade, no less than five agencies being located within two or three blocks of each other, but competition being the life of trade I am inclined to think that this centralization of business will tend to benefit each one.

THE Associated Cycling Clubs, at their annual meeting, held at the Philadelphia Club house last Tuesday evening, elected the following officers for the ensuing year: President, W. R. Tucker;



Vice President, P. S. Collins; Secretary-Treasurer, J. L. Edwards. Several reports on poor roads and streets were referred to the proper committees. Messrs. Pratt, Roberts and Zook were appointed a committee to confer with the Legislative Committee on the Liberty Bill, and complimentary resolutions were adopted on Gov. Beaver's road clause in his annual message, which are to be suitably engrossed and presented to him.

In my last letter I got Mr. J. R. L. Edwards' mileage incorrect. He covered during the year 7481 miles, which is record for this city, Captain W. T. Fleming, of the Century Wheelmen, coming next with 5451 miles. The mileage of the Centurions for the year is as follows, for those riding over two thousand miles: W. T. Fleming, 5451; J. L. Bromley, 3943; C. Sulzner, 3673; W. G. Speier, 3130; F. Strassburger, 2382 1-2; E. B. Carter, 2300; L. S. Kneedler, 2200; R. Shaffer, 2171 1-2; H. Dietsch, 2143 1-4; L. Geyler, 2116; A. W. Barnett, 2054 1-4. Thirty-two members reported 60,496 miles, while forty-eight members reported 70,756 1-4 miles.

#### NEW YORK.

##### "HAWKSHAW."

A MOST peculiar thing about the arrest of the pecculating clerk of George R. Bidwell's is the fact that everybody creditably connected with the affair was a wheelman, while the only guilty one was not. Mr. Vesey, the expert who detected the errors in the books, and Mr. Newcome, the detective who made the arrest, were both wheelmen. There's a moral here that is sufficiently evident to need no comment.

THE weather bureau has been predicting a blizzard here for several days, but up to date it has not arrived. I do wonder if that feeble little wind storm that billed itself as "No. 14,670" could have been mistaken for a blizzard. But surely, though, that couldn't be. It was too weak, not windy enough to be mistaken for anything but what it was, i.e., a whispering zephyr.

I WONDER what's become of that artistic monstrosity, the Pope Cup. It's drifted out of sight almost, and no longer affords we scribblers of the press something to write about. At one time, you know, we thought it would take the place in cycling in America that the Surrey cup holds in English racing circles, but the restrictions were, I am afraid, too closely drawn to admit of its doing so, and hence the present lack of any interest as to where it is or who holds it. [Van Sicklen of Chicago now holds it permanently.—ED.]

It has just come to my mind that I had intended to make a note of an item I saw some time since in some wheel paper. It was stated there that some club or other, in Philadelphia, I think, claimed record for the first club run of 1889, through having started same at 12.05 midnight Jan. 1st. Now we don't print such little trifles as that here in New York, but just to keep this Philadelphia club's record book correct, I will state the fact that the New York Club has, for nearly ten years now, never failed to call a club run at 11.50 Dec. 31st, and in the saddle meet the New Year upon the road. That's what I call record, but we don't blow about it at that.

THE New York Bicycle Club lately entered a protest to the Department of Public Parks, about the incorrect way 72d street was being macadamized, and are in receipt of the following letter:

E. J. Skriver, Esq., President New York Bicycle Club:

Dear Sir—I beg to acknowledge the receipt of your favor of yesterday, enclosing a memorial from a number of members of the New York Bicycle Club, and calling the attention of our Board to certain defects in the work done by the contractors in the macadamizing of West 72d street. Your memorial will have our best attention, and in the meanwhile I would state for your information that this work was not done by the subordinates in this department but by contract, as all such work is generally done. We have not been satisfied with the contractor, and have retained a certain sum of money due, in order that the work shall be satisfactorily completed before full payment is made. I am, sir,

Yours very respectfully, J. HAMPDEN ROBB,  
President Department of Public Parks.

#### CHICAGO.

##### THE "STROLLER."

THE Pastimes had a rousing time at their athletic entertainment, it being one of the best in that line that I have ever witnessed, and the club must be many dollars richer from the proceeds of the same. That club is bound to be one of the most successful in the city.

RANDALL and Windheim have been making a flying trip to Boston and New York the past week.

THE Pastime Club elected Ed Thornton, President; J. H. Stewart, Vice President; A. M. Luce, Captain cycling department.

If you want to make a certain member of the Illinois wax warm

under the collar just say "Berry Wall" to him, but run as soon as you have said it, and don't linger in the race.

I'm sorry that I have just paid my subscription to the *Referee* or I would accept that paper's offer of a six month's subscription, to the party divulging the identity of the "Stroller."

TOM ROE has taken possession at the Western Arms Co., and expects to secure a good share of the cycling trade the coming season, and like all the other dealers will handle the "only wheel" in the market.

THE Lincolns are already making plans for the summer season, and say that the Illinois boys are rather previous in claiming everything in the next Pullman road race, as they will be well represented in that event, and the chances are even, to say the least, that their colors will be the first ones over the finish line.

I WOULD say to "Linneus" that we are not trying to get out of a legitimate race by proposing a series of road races in place of the former. We do not desire to enter into any hill-climbing contest, nor never said we were, but on the race track where the race should be, and there are plenty of good tracks near here where Lumsden and Stone can meet.

THE Lincoln's election was a surprise to those who thought Oliver had the dead drop on the office of President. The result: F. W. Gerould, President; A. G. Frost, Vice President; R. G. Hall, Treasurer; J. M. Irwin, Secretary; A. W. Harris, Captain. Ned Oliver was elected as one of the Directors. But I do most earnestly wonder how my good friend "Verax" will account for the "land slide" in his club.

ELECTIONS are now over with, and the new officials are being initiated into their duties. A few changes were made in the Chicago's officers at their last monthly meeting, Mr. Sanxay being elected Treasurer, vice, Cory resigned; and W. C. Thorne elected to the Vice Presidency, to fill the vacancy caused by Sanxay's resignation; and Mr. Langworthy was elected to fill the vacancy on the Board of Directors. There was a lively fight over the Treasuryship, between Sanxay and Scott, both being very popular members. Skinkle held down the chair with all the dignity and grace of a veteran.

#### PORKOPOLIS NOTES.

##### "STAR."

An intelligent lady was once heard to say that, "The only time I wish I was a man is when I see a bicycle rider spring so lightly and gracefully into the saddle," and when it was suggested to her that she might get a ladies' machine, she said; "Yes I know I would enjoy riding but then I do not wish to be the first one to ride as I fear I would be too conspicuous and excite too much unfavorable comment." There are several ladies in Porkopolis, like the one mentioned, that are only waiting for some one else to make a start. If the makers of the boys safeties would make a machine on the lines of the ladies machine that could be ridden by girls and misses and would not cost more than \$35.00, that might start some of our ladies to riding. The graceful motion of the rider and the beneficial effects of the exercise would certainly go a great way toward overcoming the prejudice against cycling by ladies.

THE Cincinnati Gymnasium intend to lease a piece of ground on which they will build a cinder track. The grounds will also be devoted to out door sports, such as lawn tennis, football, etc., and as they will be on the bank of the Ohio, a boat club will also be one of the features.

THE riding season has been unusually protracted. On Sunday the 13th, the day was so fine that the boys were out in force, the riding however, was confined to the city and suburbs. If old wint'r don't get in his work soon he'll get left this season, at least that's the way it looks now.

Certain parts of our city are infested with gangs of toughs and hoodlums who seem to take particular delight in annoying wheelmen, in fact it is dangerous to ride on either Gilbert or Eastern avenues after dark as the unlucky wheelman is very apt to stop a flying missile of some kind. Mr. Hatfield of the Veloce Club was hit in the head by a stone two Sundays ago and it is a wonder that he was not seriously injured. The police do not seem to be able to suppress these miscreants, or perhaps they don't care to.

THE statement, by "Caviler," that the multiplicity of suburban cycling clubs sapped the strength of the Massachusetts Club, recalls some events in the local history of cycling. The first club formed was the Cincinnati Bicycle Club and it flourished like the oft cited green bay tree; but as the streets of the city were in such abominable condition as to almost preclude riding, several suburban clubs sprung up and the membership of the parent organization perceptibly dwindled. With the improvement in our streets, however, the



current set in a different direction. Several of the promising suburban clubs are now mere reminiscences, whilst the C. B. C. has taken on new growth and three other clubs, the Central, Crescent and Veloce Clubs, have sprung into existence in the heart of the city.

#### BUFFALO.

#### "MERCURY."

THANK heavings, the suspense is over. Whew! What an excitement it was, to be sure; never before in the history of the Ramblers Bicycle Club was there such interest taken in its election of officers; no less than five tickets in the field and each office hotly contested for, particularly the Captaincy. It was a great day—or rather evening—for dark horses. Talk of wirepulling! it would have made such political manipulators as Platt, Quay, Brice, et al., cry with envy to have seen it. After the regular business was disposed of—and that at a tremendous gait—the election of officers was in order. It proved to be a battle never to be forgotten. After several ballots being taken, the following were elected officers for the ensuing year: President, A. F. Reimann; Vice President, O. H. Sauerwein; Corresponding Secretary, A. Greig; Financial Secretary, J. J. Wirtner; Treasurer, J. L. Welshoefer; Captain, E. H. Deitzer. With the exception of A. F. Reimann, Treasurer of 1888, they serve their first year as officers of the club. The reports of the retiring officers, showing the remarkable growth of the club during the past year, were received with much enthusiasm.

THE retirement from active membership of our ex-President, Jno. S. Kellner, is to be deeply regretted. If I remember correctly, it was he who first suggested the idea of organizing a club. Mr. Killner was its first Vice President, and for the past three years its President. He has been a hard worker in behalf of the club, and much of its present position is due to his untiring efforts. He has often made the remark, "Come what may, the club will always have one member." It is to be hoped the club will continue to receive the benefit of his good advice and sound judgment now and ever.

THE newly elected Captain, E. H. Deitzer, has a record to be proud of. He closed the year of 1888 with a mileage of 4105 miles, which places him among the best riders in Western New York. His record for the past two years was 7745, which includes one 120-mile and one century run. Oh, he's a " Rambler " from the word "go."

A NEW piano adorns the Ramblers' parlors. By the way, the club claims quite a few expert (?) pianists among its members.

#### NEWS

#### AND COMMENT.

THE Albany (N. Y.) Wheelmen will hold a grand in-door tournament this (Friday) evening. The programme is quite an elaborate affair, and covers thirty-two pages. It contains a full history of the club, which was organized March 17, 1886, some interesting cycle sketches and practical hints, and a lot of advertising. The entertainment itself will consist of all manner of athletic exercises, fencing, boxing, and trick riding by Maltby and Finley.

THE New Mail Safety has spring forks and rear driver band brake.

KNAPP made \$1000 out of the late 6 day's race at Omaha, and Reading made \$700.

ON page 211 will be found cuts and description of New Mail Safety; by all means "take it in."

TEXAS SIFTINGS' advertisement crowded out this week, but our offer contained in same still holds good.

WE have made arrangements for a report of the Stanley show, from one of the best of English practical writers.

THE snow storm that passed over this part of the country and West has put an end to cycling for a time, at any rate.

THE Hartford Club indulge in doughnut and cider parties. In consequence, dyspepsia is alarmingly on the increase in the great insurance city.

MR. GEO. B. THAYER was absent touring through Europe for five months, he travelled on his bicycle 2,600 miles, and his total expenses were \$355.

IN the recent 48-hour race at Omaha the contestants did not touch Morgan's record of 740 miles, which will yet stand intact as record for that kind of a race.

WE are of the opinion that the claim of 2,181-5, made by Oxborrow, Lees and Whittaker, is a fake. What says our English contemporary, the *Cyclist*?

"THE Secretary's contributions to our columns are received with such wide-spread favor, and so many compliments are paid his

pleasant and interesting style, that we have decided to put the whole collection (when complete) into book form.

THE cinder path between Binghamton and Union, N. Y., has been badly damaged by stray cattle and wet weather. The damage will be repaired in the spring.

THE *Cyclist* is responsible for crediting Whittaker with half a mile in 1m. 9 2-5s. Is it not about time for us to be getting in our protests, *a la Bi. News* of days gone by?

THE Erminie Company will appear in Buffalo in a short time, and the Buffalo Club will appear in a body at Music Hall, to do honor to Erminie in the person of Miss Hall.

W. G. Brooks, of Saco, Me., has just composed a new bicyclists' march which he has dedicated to the York County Wheelmen. It will shortly be published in sheet music form.

WE hear that George Hendee will take a trip to England and take in the Stanley Show. We have no doubt but that Hendee will be the recipient of many attentions at the hands of the English riders.

JUST as we go to press we are advised of the sudden death of Mr. Geo. R. Bidwell's brother in Chicago. We have not particulars, but we extend our sincerest condolences to Mr. Bidwell and his family.

YALE is not a college where cycling doth flourish. It is a most humiliating fact that Yale cannot raise five riders enough interested in cycling to accept the challenge issued by Harvard through the columns of the *WORLD*.

THE Newton *Graphic* prints a long interview with Secretary Abbot Bassett, bearing on League affairs. The *Graphic* pays Mr. Bassett a graceful compliment on the way in which he has administered the affairs of the League Secretary's office.

THE instructions given Thomas Stevens by the *World* are, that when he reaches the island of Zanibar, off the coast of Africa, it is to be optional with him as to whether he search for Stanley and Emin Bey, or whether he start out independently on new discoveries bent.

MESSRS. C. CRAIG and C. F. Vandergett, two of Fayette County's, Va., best citizens, last Wednesday were riding on their railroad bicycle on the Mount Carbon Railway they were overtaken by a runaway car. Both gentlemen were instantly killed, Mr. Craig being decapitated.

GEO. B. THAYER, the author of "Pedal and Path," and who has been touring through Europe, and writing interesting letters to the *New York World*, has arrived at his home in Hartford. He gave an interesting "talk," at the wheelmen's doughnut party, on his personal experiences.

THE bicycle suggested to the Hon. Eben Moody Boynton the idea of the bicycle railroad system. Mr. Boynton talks glibly of "100 miles an hour." The present rails can be utilized at an expense for extra fittings of from \$3000 to \$5000 per mile. We await practical tests and developments with great interest.

WE have it on the very best authority that Mr. Ducker will not boss the Buffalo tournament next season, even if they have one in that city, but that Mr. Ducker will bob up serenely as manager of a big meet, the locale and particulars of which will be given in these columns as soon as arrangements have taken a little more settled form. Professional events will form part of the programme.

THE Manhattan Bicycle Club, of New York, will give its second annual reception at the Lexington avenue Opera House, on the evening of Feb. 8. The entertainment will consist of recitations, music, etc., by Prof. Loney and a select company of artists. Mr. W. S. Maltby, the great trick rider, will also appear. At 10.30 dancing will commence, and the music will be furnished by an orchestra under the direction of Mr. C. J. Schwab.

CONSIDERING the fact that the renewal date for League membership has been announced time and time again in the official columns of this paper as April 30th, the following from a member is somewhat strange. It is a sample of many just such letters: "Can you tell me when we have to renew our membership, or when or to whom we pay our dues? I see no mention of it in the paper." Italics are ours. To all such we say, read the Official Department for issues of weeks past and you will see your question answered.

A CORRESPONDENT from New Haven, Conn., writes us and takes exceptions to the position taken by "Star," of Cincinnati, on the question of form of League cap. He says; "'Star' favors a cap with a low crown and straight visor, which he claims 'is more stylish and dressy, and does not make the wearer look so much like the driver of a brewery wagon as the one now in use.' Now a cap with a straight visor is useless to road riders, and it is no protection from the rays of the sun except when old Sol is directly overhead. I can see no resemblance between the present League cap and the



# THE EAGLE BICYCLE.

THE WHEEL OF '89.

Active Agents Wanted in Every Town and City in the United States.



## THE EAGLE

Is now ready for the market. In workmanship, finish, and quality of materials it is unequalled. Wherever the "Eagle" has been exhibited it has been received with enthusiasm. It combines all the advantages of the "Ordinary" with many qualities of a "Safety." It is second to none in speed, either on track or road. It is a good hill climber, and under perfect control in coasting.



## AGENCIES.

All applications for agencies will now receive immediate attention.

If you deal in bicycles, or, if you are a good rider, capable of showing up the advantages of an excellent wheel, apply at once for the agency for your locality.

We want live, active men, who will be awake to our interests and their own.

In applying address the Stamford office, and state the probable number of bicycles at present in use in your town or county. B.T.



**A Practical Rear-Driven Safety without Sprocket Chains, Levers, Clutches, or extra friction of any kind.**

**SIMPLE DIRECT CRANK MOTION.**

**÷ THE LIGHTEST RUNNING WHEEL IN AMERICA. ÷**

**BALL BEARINGS EVERYWHERE.**

**EVERY SIZE AND FINISH READY FOR IMMEDIATE DELIVERY.**

**LARGE ILLUSTRATED CATALOGUE FREE.**

**THE EAGLE BICYCLE MFG. COMPANY,**  
**STAMFORD, - - - - - CONNECTICUT.**

Mention this paper.



San Francisco, November 5th, 1888.

The Coventry Machinists' Co., Ltd., Boston, Mass.:

Gentlemen—As the year is drawing to a close perhaps you would be interested in knowing how the "SWIFT" has fared in this section as compared with other Safeties. To be brief, there are more "SWIFTS" in use here than any other make of Safety. We have not taken a single "ordinary," or any other kind of machine in exchange, as part payment, for a SWIFT during the season. Not a single SWIFT after leaving our hands has to our knowledge been exchanged for other make of safety or sold to a third party. There is not a second-hand "SWIFT" for sale or exchange. And finally, from present indications there will be more "SWIFTS" sold here during the coming season than any two other makes of safeties.

Yours very truly,

(Signed)

DEVANY, HOPKINS & CO.

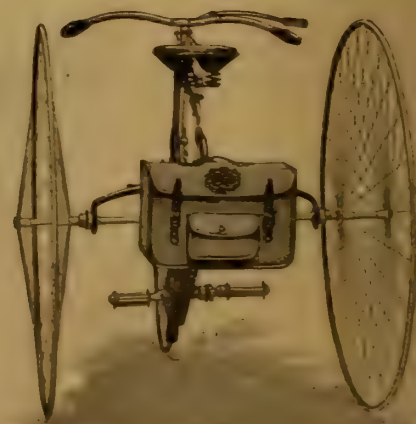


# INCER CYCLES



UNEQUALLED  
FOR  
TOURISTS.

Immediate Supply.



**W. B. EVERETT & CO., 6 and 8 Berkeley St., BOSTON.**

**PUNNETT,** Merchant Tailor  
& Athletic Outfitter,

98 & 100 West Ave., Rochester, N.Y.

Use Punnett's Jersey Cloth Garments,  
and you will always be neatly and com-  
fortably dressed. Club Uniforms a specialty.

Please send for Samples and Blank.

**JOHN HARRIOTT,**

MANUFACTURER OF

Bicycle and Athletic Medals,  
**CLUB PINS & BADGES,**

DESIGNS ON APPLICATION.

3 Winter Street, Boston, Mass.

TWO PILGRIMS' PROGRESS, "From Fair Florence  
to the Eternal City of Rome—Delivered under the  
Similitude of a Ride, wherein is Discovered the man-  
ner of their getting out, their dangerous journey and  
safe arrival at the Desired City." By Joseph and Eliza-  
beth Pennell. A delightful book of travels on a tan-  
dem, and containing nearly 200 pages of letter press by  
Mrs. Pennell, and numerous illustrations from the  
pencil of Jo Pennell. The book is elegantly bound,  
and is an ornament to any table or library. Price,  
\$1.60, post paid. For sale by *Bicycling World Co.*,  
12 Pearl st., Boston, Mass.

Postage stamps not received in payment



worn by drivers of brewery wagons, but I can see a marked resemblance between the one he proposes and that worn by messenger boys, street band players and horsecar drivers. The majority of riders care more for comfort than style. In my opinion, the present cap answers all call for style and is certainly the most comfortable of its kind."

#### DOWN A TOBOGGAN SLIDE ON A BICYCLE.

"OUTSIDERS" have always been inclined to scoff at New Jersey for various reasons, real and supposable, but we think that after reading the following, taken from the New York *Tribune*, a respect for New Jersey will take possession of every scoffer's bosom. It reads like a fairy tale, and in order to assist deglutition, we fain would know *how* steep the chute was:

"One of the most daring cycling feats on record, and one which none but expert riders would have undertaken, was successfully performed on Friday afternoon in Orange Valley, N. J., by two young women, each mounted on one of the new lady's bicycles of the Rover type. Mrs. J. T. Morehouse, of Orange Valley, and Miss Jennie Mulford, of Newark, coasted down the slides of the Essex County Toboggan Club on their machines. The slides are 1300 feet long and the pitch is a steep one. After wheeling up the sides, which were as smooth as a ballroom floor, as far as they were able, they climbed the remaining distance and coolly mounting their wheels shot like flashes of lightning down the slope. The bottoms of the chutes are only three feet wide, and the slightest nervousness or swerving from the direct course would certainly have resulted fatally. The 'slide' was accomplished in the presence of a large crowd of spectators, who were drawn to the spot by the novel sight."

#### THE CHICAGO TOURNAMENT.

A MEETING of wheelmen representing nearly all the Chicago clubs, manufacturers and dealers was held last Friday evening, to discuss the *Referee's* tournament and exhibition, to be held in the Exposition Building in May. The chair was occupied by S. A. Miles, among the gentlemen present being R. D. Garden, Burley B. Ayers, J. Palmer O'Neill, H. W. Jenney, T. T. Roe, C. F. Stokes, J. M. Erwin, and others equally well known. The Chairman reported that he, in company with Mr. Garden, had visited the great building and found that there would be no difficulty in securing a five-lap track for the amateur races, and one a trifle smaller for the professionals. The whole building has space for a three-lap track, but a portion of it is filled with heavy show cases. He said further that it was the intention of the promoters to give, at least, eight amateur events nightly, and a professional event lasting six days; that both tracks would be raised at the ends, and that they expected to secure an exhibition of novelties in every branch of the sporting goods business.

A committee, composed of J. M. Erwin, Lincoln C. C.; Frank Riggs, Illinois C. C.; A. M. Luce, Pastime C. and A. C.; T. T. Roe, Chicago C. C.; Tom Bray, Æolus C. C.; H. Godhelp, Douglas C. C.; Geo. Dennison, Englewood C. C.; C. B. Hills, South Side T. C.; and E. F. M'Pike, Oakland W. C.; was appointed to wait on all local clubs and secure their co-operation, and another committee to correspond with all clubs within five hundred miles of Chicago, and as many others as possible.

Offers of financial aid were numerous, but were declined with thanks. Representatives of various houses, including the Western Arms Co., Pope Mfg. Co., Warwick Cycle Co., Springfield Bicycle Co., Wm. Read & Son, and Jenney & Graham Gun Co., pledged themselves to use every effort to insure the success of the racing and exhibit. It was evident from the enthusiasm displayed that all were thoroughly in sympathy with the promoters.

An effort will be made to induce Stone and Lumsden to decide one of their races at this meeting, should they come to terms in the meantime.

Communications may be addressed to S. A. Miles, the *Referee*, 199 South Clark street, Chicago.

#### THIS LOOKS LIKE BUSINESS.

*Editor Bicycling World:* We would like to announce through your columns, to those who have written us for agencies and have not received answers to their applications, that we are doing our best to reply to our correspondents, but have still nearly five hundred letters ahead of us unanswered, and are receiving some fifty or sixty more each day. We would only request a little patience, and every letter sent us will, in its turn, receive careful attention.

Very truly yours, THE EAGLE BICYCLE MFG. CO.,  
L. B. Gaylor, Vice President.

Stamford, Conn., Jan. 20, 1889.

#### POLLY, OF SWEETBRIAR VALLEY.

BY SECRETARY.

(Continued.)

REACHING the kitchen, where her mother sat paring the potatoes for dinner, Love's champion flung herself in her lap, put her arms round her neck, buried her face in her bosom, sobbing, "Mama, mama, I've such a mean, cruel papa, he says I shall not marry Charlie-e-e-e-e-e-e-e," and the tears came thick and fast.

"Never mind, deary," soothingly said Polly, Sr., softly patting the curly head. "Pupa is angry and out of sorts; you shall marry Charlie."

"Shall I," she cried, lifting her teary face from her mother's breast. "Shall I, mama? you dear, sweet, sweet mama," and the soft arms tightened around her mother's neck, and her swollen, tremulous lips gratefully kissed the time-dried ones. Then she contentedly nestled down again, and though a big tear still lay in the corner of each eye, yet those eyes grew so sunny bright that she saw in each a tiny rainbow of promise.

The similarity of the cases set the old mother to thinking of the days when she cuddled in *her* mother's lap, with just such woes troubling her then young heart.

Remembering that time, could she but champion her own daughter's cause?

Yet Absum, sitting on the front porch ruminating over the contrariness of womankind in general, and that of his daughter in particular, actually was mentally upbraiding her for counselling and upholding their child in her opposition to his wishes regarding her marriage. Yes, his Polly who had always backed him up, stuck by him, was now openly opposed to him. How could he help concluding that women were the embodiment of contrariness? When anything particularly aggravated Absum, he would wend his way to the stable, pick up the curry comb and curry the old gray mare. Whilst doing so he would talk aloud, repeating the whole cause of his trouble, and when he reached the exasperating points, he would viciously scrape the old mare until she kicked from pain.

"Aha!" he would then interpose, "you may kick, but you've got to be combed." Then when she quieted down, he would calmly proceed with the rehearsing and currying until the next exasperating point was reached, when he would again viciously scrape, watch the old mare kick, repeat his exclamation, wait until she quieted down and again proceed, and thus continue until he had finished the recital, by which time he had generally worked out his passion.

So this morning he rose from the rocker on the porch, proceeded to the stable and picked up the curry comb, after doffing his coat, he began.

"So you are going to marry him, hey!" he said, and he began combing the old mare's necks.

"Going to marry him with or without my consent, hey!" and the comb scraped so cruelly that the old mare laid back her ears and kicked viciously.

"Aha," said he, "you may kick, but you've got to be combed; and you may boast Miss Polly, but I'll comb you also."

"Going to darken my door whenever you please, hey!" and again the sharp teeth of the comb caused the old mare to whinny in pain and kick.

"Going to marry him right yonder in that parlor, hey! Right yonder in that parlor!"

By some lack of caution, forethought, or maybe it was fate, Absum, when he completed the foregoing remark, had gotten directly in the rear of the old mare, and when he bore the comb down heavily and she kicked back, she sent her proprietor flying over against the stable wall.

Never before had such a thing happened to Absum. For twelve years he had been accustomed to so vent his spleen on Thought, and had done so on her mother before her, and this was the first time he had ever felt her heels. Fortunately he was so close to her that he was pushed away, rather than kicked.

To say that he was astonished is not enough, he was scared, awed, subdued, impressed. He dropped the curry comb, walked dazedly from the stable over to the barnyard fence, and leaned against it.

He owned not a horse that stood so well in his opinion as Thought. That seems a queer name for a horse, but Absum was proud of it. Unaided he had evolved it from his brain, and it was inexplicable. There was not a faster or gamer horse for miles around, and it was on account of her quickness, that Absum had so named her. Said he, "She is as quick as thought," hence the origin of her name. Often as he desired, she carried him past any horse on the road that he chose to select, and he was proud of her and loved her in a horsey sense.

That she should kick him, even accidentally, was something he



could not comprehend, thus he leaned against the fence and pondered. Not that he was thinking evil towards her, but because he believed it boded coming misfortune.

As Polly sat so happy and contentedly in her mother's lap, her little brother Harry poked his head in the kitchen, crying, "Poll, pretty Poll, Polly want er cracker," then fled, laughing uproariously, with the irate Polly in hot pursuit.

Now the Charlie that Polly loved so well was surnamed Cracker, and thus it was that, not only little Harry, but all of her brothers and sisters were apt to ask, at every favorable opportunity, if "pretty Polly didn't want a cracker."

Charles Cracker wasn't an angel, nor was he a member of the opposition party, but was what we might call an Independent; he was a healthy, wide-awake young man, doing fairly well in business; an ardent bicyclist and belonged to a club. He loved Polly with an enthusiasm refreshing to behold, and next to Polly he loved his bicycle.

When or where he met her is no concern of ours, but one soft, summer night, when the goddess Love ousted the old man of the moon from his position, and from that silvery orb, radiantly shone down on all the world, and a tiny Cupid invaded and smiled encouragingly from the battlements of each twinkling star, he took her soft hand in his, and, with the confidence that bicycling only begets, told her that he was tired of riding the lonely bicycle and wanted a companion to accompany him, to aid him on the rough mountain roads, to cheer him on the swampy lowland highways, and to rejoice with him on the pleasant level stretches of the journey of life, "would she be that companion?"

Well, we all know Polly's sentiments, and Charles began to save up for a tandem.

(To be Continued.)

#### TEMPLE'S PLANS FOR 1889.

RALPH TEMPLE writes that he will probably appear on the path next season, to uphold the great reputation he made in Europe. We understand that he has come to this conclusion because he considers it is due his friends and supporters on both sides of the Atlantic. How, when or where Mr. Temple will appear we cannot say, but that he *will* race next season we are advised on pretty good authority.

#### MR. W. J. CORCORAN'S IDEAS AS TO RACING.

*Editor Bicycling World:* In reply to yours of the 17th, asking my opinion in regard to how to improve the present system of track racing, would state that I can see no way out of the matter except by good handicap races. I think that a limit of 150 yards to the mile is enough for any man, as I believe the scratch man should have a fair chance, and care should be taken in selecting the handicapper, as everything depends on his marking. Should the list of entries for any of the races number more than six men, the races should be divided into heats, number of heats to be decided according to list of entries; winners of trial heats to start in the final. The trial heats should, if possible, be run on the morning of the races, and if not, then just before the day's programme. I am a firm believer in lap races, but do not think on a mile track they are advisable. My opinion is that on a half-mile track they should not exceed three miles, and on a quarter-mile track, two miles.

In regard to heat races, I would have quarter-mile races divided into heats according to the list of starters; first and second men in trial heats to start in final. This style of racing should be given a trial, and would be good opening races on a day's programme. I would give one for amateurs and one for professionals, and between the trial and final heats of both events, a novice race for amateurs, would give them plenty of time to get their wind. In a race of this kind the good men should be divided so as to bring them together for the final heat, as every person that attends a race meet knows that the races are always decided on the last quarter. I think the above race will go a great way toward stopping loafing in track events. The days of long races on tracks have passed in this country, as they lack the ginger and snap that short races will give. All open races, except quarter-mile and novice races, for amateurs should be done away with, as they are simply waiting races. I should advise that one safety and tricycle race for each class are enough for one day's list, and if a good entry of starters could be secured for a tandem bicycle or tricycle race for either class, these might be added to the programme.

Heat races of a mile, best two in three to win, are nothing more than waiting or loaf races, and are covered by the last named. I would suggest, in order that racing men be given a fair chance, that the L. A. W. divide the country into districts and appoint a handicapper for each district, these same men to keep each other posted

in all matters pertaining to handicapping and racing. [Mr. Corcoran anticipates the Racing Board in this idea. The new racing rules will embody just such a rule.—Ed.]

When a handicapper has any doubt in his mind in regard to a man's racing form or his performance in public, he should give him only one half the limit.

I do not think any person in the employ of a maker or dealer should be allowed to serve as an official at any race meet, as they are apt to have a leaning towards their employers and could not, in close finishes, be depended on.

If clubs will give the riders and the public plenty of notice they will be sure to have good riders, good races and good gates, and if they will take care that none of the fresh Johnnies, that are always found on the tracks at race meets, who get in the way of judges, riders, trainers and the paying public, are kept in their places they will assist in the improvement of track racing.

Yours truly,  
WM. J. CORCORAN,  
Bicycle and Athletic Trainer.

#### MR. "PARKENS" TO MR. "OCCASIONAL," BOTH OF DENVER, COL.

Dear "Occasional"—My little ruse succeeded even better than I expected, for I presumed that on burning your fingers once you would beware of another scorching. Your admission as to membership in the S. W. C. was quite a surprise (?) indeed.

It now appears that your original item on the subject was a malicious attack on the Ramblers, prompted by jealousy, and getting more than you bargained for, try to crawl off by casting slurs upon the writer; and that amusing quotation, who can tell of the hours of searching through some work on "popular quotations" before you struck the one which seemed best to suit the occasion?

As you have stepped beyond the bounds of discretion and seem to have no one to set you right, I hope you will not take offence at the following friendly advice: "Do not make any claims for greatness which you cannot substantiate, lest you be called upon for proofs which you cannot produce."

You know that your club has *not a single record* of any nature in Colorado, and until you have wrested from us some of our records, of which we at present hold all in the State, your claims cannot be recognized.

On a previous occasion, one of your members loudly proclaimed the superiority of your club, and as we had not become addicted to the habit of bragging, we issued a fair challenge for a team race, and how you treated it doth appear. You remember how we were invited to your club rooms, how your club bluffer tried to beat us without racing, how you were completely worsted at bluffing, and how you excused yourselves by saying "wait till fall."

You remember our gentle reminder of a few weeks ago, and how you sprung the same chestnut on us, though somewhat modified, "wait till spring."

All the social events so far given by wheelmen in Denver have been under the auspices of the Ramblers, with the exception of your banquet in honor of your fast man, who scooped all the mud in the Buffalo race. But for all that we do not care to claim our rightful title of "Social Ramblers."

So far as your riding ability is concerned, the following list will show you up pretty well. They are the more difficult runs which the Ramblers indulged in during the last year: Platte Canon, Scranton, Watkins, Sedalia, Glencoe, Mount Vernon, Ralston, Ralston Canon, Turkey Creek Canon, Deer Creek Canon, Culverdale, Perry Park, Palmer Lake and Central City. Your club has never had a run to any of them though your chances have been the same as ours.

Now, my dear fellow, I would advise you to drop this subject as you would anything which is too hot for you, for I do not care to be under the necessity of fighting an unarmed man, as I have all the weapons in this case.

As you have made my former non de plume useless, I will sign  
MR. PARKENS of Colorado.

#### SYRACUSE, N. Y., CYCLING CLUB.

THE annual meeting and banquet of the Syracuse Cycling Club was held on Monday evening, Jan. 21. The annual meeting was called at 8 P. M., at the home of Edgar T. McDougall, who gave the banquet complimentary to the club. Mr. McDougall is the champion all round, forward and back, hitch and kick hustler of our cyclers.

Forty-five men answered to their names at the roll call, and after the reading of the minutes of the last annual meeting, the annual reports of the officers were then read. Mr. Carl White, as the retiring President, gave a brief but lucid report, which showed the



club had prospered in every way. Very satisfactory reports were also made by the Captain, Secretary and Treasurer. The following officers were then unanimously elected for the ensuing year: President, Lucian S. Wilson; Vice President, Wm. B. Gere; Secretary, Walter B. Cherry; Treasurer, Frank H. McChesney; Captain, Henry W. Chapin, re-elected; members of Club Committee, Edgar T. McDougall, Fred Brigham; Corresponding Secretary, C. G. White; Club Representative in L. A. W., Chas. W. Wood.

The meeting then adjourned, and a pleasant hour was spent in recalling the notable events of the year. At 10 15 P.M. the officers-elect, preceded by Bugler Truesdell and our host, led the way to the banquet room, and a beautiful sight, indeed, it was; and rest assured that the sixty wheelmen who sat down honored the caterer fully. The table was beautifully decorated with flowers, chandelabra, and on either end rested a miniature ordinary and safety, decorated with the club colors, orange and black.

The inner man being taken care of, his brains were let loose [Good gracious!!—Ed.], and the Cycling Club may well feel proud of her after-dinner speakers. "Lute" Wilson made an admirable toastmaster.

The banjo playing of Messrs. Nichols and Northrup was "way up in G," as "Arry" Curran said. Fred Brigham delighted the company with one of his beautiful tenor solos; also the quartette (Hopkins, Brigham, Lunn and Cherry) favored their audience. Their new medley, entitled "Grandpa's Teeth are Plugged With Zinc," is bound to be popular. During the evening Charles W. Wood, in one of his neat little speeches, presented Captain Chapin with an elegant badge, in behalf of his fellow club members. Gold handle-bars, with a League ensign set with rubies, forms the bar, and from it hangs the pendant suitably engraved. Captain Chapin did not know what he did think. Toasts over, cards, singing and "stag" dancing passed away the time, and at a late hour the company broke up, after declaring "Little Mac" to be a brick of the deepest dye.

"SALINA."

#### PRESIDENT KELLY IS WATCHED.

SMITHVILLE, N. J., was the scene of a most pleasant affair on the evening of January 12, the occasion being a dinner given by the 200 employees of the H. B. Smith Co., to the newly elected President, Mr. Wm. S. Kelly.

On behalf of the hosts, Mr. C. C. Stuart welcomed Mr. Kelly and the new Directors in well chosen words. He spoke feelingly of the warm and affectionate relations which existed between President Kelly and his employees.

Mr. R. S. Early supplemented these remarks by a further tribute to Mr. Kelly's worth and expressions of sincerest regard and affection for him as a man and an employer. He wound up as follows: "Mr. President, to you more particularly I would say that this is a supreme and happy hour to every employee of the H. B. Smith Machine Co., of which you are the honored head. Therefore, in behalf of said employees it gives me genuine pleasure to present to you this token of their regard and esteem, and I believe I voice the heartfelt sentiment of every employee when I say that even this beautiful golden token conveys to you but a small fraction of the deep respect and good will which we all have for you. Please accept this watch with our heartiest congratulations and best wishes."

The watch was an elegant gold one, and Mr. Kelly, who thought the dinner was to be the *Alpha* and *Omega* of the expressions of regard, was fairly overcome on receiving the splendid gift.

Mr. Kelly is a native of Pennsylvania, although 'raised' in Ohio. His early knowledge of business and mechanics was acquired in Cincinnati, O. He was one of the founders of the Atlantic Works, Philadelphia, Pa., in 1869, and became the practical manager of the H. B. Smith Machine Co., in 1878, serving as Vice President during Mr. Smith's life. He directed most of the many improvements in machinery made by the firm during the last ten years, and is the inventor and patentee of many improvements relating to bicycles, his latest production being the Star Rover, of which a cut and description will soon be published in the BICYCLING WORLD.

#### ABOUT ADVERTISING AND PRINTING.

(By N. C. Fowler, Jr.)

CERTAINLY one of the most unique contributions to the literature of the day is the book on Advertising, by N. C. Fowler, Jr., the present Advertising Manager of the Pope Mfg. Co.

Not as a novelty will be found its chief claim on public attention, but as an invaluable handbook to the live, wide-awake merchant who desires to obtain hints from a man who has made a study of the art of advertising, and who places the rich results of his experience between two covers.

To advertise intelligently and in a manner to command attention is, of course, the aim of every man. It is a science, this advertising

business, and to the business man who desires to secure new points this book will prove worth a hundred times its price.

The book contains 160 pages, and is an exquisite specimen of the typo's and pressman's skill.

There are sixteen departments or chapters, the first being "General." Local advertising is treated of in a masterly way.

Then comes "What to advertise." Under this caption are suggestions to some seventy-five of the leading lines of the retail trade, showing a familiarity only born of experience.

"Newspaper Advertising" is the next subject, and Mr. Fowler shows his belief in this method of presenting your wares.

"Circulation and Rates" is intelligently dealt with, and then comes advice as to "Writing Ads.," writing "Puffs," "Out-of-door Advertising," and "Window Advertising." A chapter on "Technics" is interesting and of value.

A feature of the book is that of many pages of specimen ads., from which the reader will be able to procure many valuable hints. From cover to cover there is not a page but what the advertiser can get some idea of value from. The want of such a book has long been felt, and Mr. Fowler is to be congratulated that he has produced that which will so fully fill the void.

The book is published by L. Barta & Co., 54 Pearl street, Boston, Mass., one of the best equipped printing houses in the country. The book is sent by mail, postage paid by the publishers, on receipt of two dollars.

#### TUTTI FRUTTI.

WHAT wheelman is there but has suffered from parched mouth while riding, and then has suffered the consequences of over indulgence in drinking water and other fluids? In the dark ages of cycling the racing man used to chew a quill toothpick to excite the saliva glands, thus keeping the mouth moist, but now the enlightened racing man carries a small piece of chewing gum, and the effect is much more efficacious and certainly much more pleasant than an old goose quill.

"What gum shall we chew?" Well, the product of Messrs. Adams & Sons, known as TUTTI FRUTTI, has a world-wide reputation for purity and excellence. This is a general statement, but to be more explicit. TUTTI FRUTTI is made from Chicle gum, a gum of the conch family, and is found in Mexico. A quantity of this gum was brought to this country in 1876, for the original purpose of producing rubber from it, but without success. There were 25,000 pounds of this Chicle imported by Mr. Adams, Sr., and after thousands had been spent in fruitless experimenting to produce rubber, glue, etc., it was decided to throw the apparently worthless stuff away.

Being in a small confectioner's one afternoon for the purpose of purchasing some candy, Mr. Thomas Adams, Sr., noticed a little girl who called for a penny's worth of mastic chewing gum. It then occurred to him, that a chewing gum might be made from Chicle. Experiments were made, and Adams' New York Chewing Gum is the result.

Not content with the success of the plain Chicle chewing gum, this concern determined to produce flavored gum. Discouraging failures at an expense of thousands of dollars, did not shake the Adams' determination, and at last their efforts were crowned with success, and the perfected TUTTI FRUTTI is the result.

The greatest care in refining the crude gum is exercised, and the most wholesome flavors are used. Nothing cleaner can be put in the mouth.

THE 1889 Victor Safety will be especially perfect in its steering, and can be ridden "hands off" by an ordinary rider without practice.

TEXAS SIFTINGS' advertisement crowded out this week, but our offer contained in same still holds good.

W. F. KNAPP, who won the 48-hour race at Omaha, won on his 56-inch "Humber" full racer, being the first time a full racer was ever used in a six-day race.

AFTER three years' use the Victor Spring Fork is still to the fore, and will be the distinctive feature of the 1889 wheel.

LAST Saturday we were favored with a view of the first lady's safety imported to this country by the Coventry Machinists' Co. It is a beautiful, little machine, graceful in outline and strong as to construction. The wheels are 24-inch steerer and 26-inch driver. There is plenty of room for the lady to stand in between the saddle point and the handle-bar. The driver is carefully covered with a guard that will effectually prevent the rider's dress becoming entangled in the wheel spokes. We have been promised a cut of the machine at an early date.

THE new 1889 Victor Safety is adjustable to riders of from 42 inches upwards, thus fitting "father and son," and making it a good family wheel.



LEAGUE HEADQUARTERS:  
12 Pearl Street, Room 27.  
ABBOT BASSETT, Secretary.

WE regret very much to announce the proposed retirement from active League work of Chief Consul Bidwell, of New York. We have known for a long time that he has contemplated this step but not until now has he fixed the date. He writes us that he shall hand his resignation as Chief Consul of New York to the newly-elected President at the annual meeting, and that he shall also retire from the Uniform Committee and the Transportation Committee. His business requires all of his time and in the future he must devote his energies entirely to that. His decision in this matter is unalterable. In the retirement of Mr. Bidwell the League will meet with a great loss. He has been a king among workers and the good results of his labors are seen on every page of League history. It will be fortunate if the League finds a successor who can fill the place left vacant. He will take with him in his retirement the best wishes of every wheelman in America.

THE first public step towards road improvement will be taken by the New York Division, February 1st, when the long talked of road bill will be introduced in the Assembly at Albany and either rushed to its death or life with the same energy and activity that secured the passage of the Liberty Bill.

#### Card.

I desire to acknowledge through this source the many kindnesses of members of the Maryland Bicycle Club toward me, and thank them all for their hospitable welcome and royal send off.

I commend them to the members of the L. A. W. as a set of kind and courteous gentlemen and again thank them for the treatment extended towards me officially in my last days in this country. H. W. HAYES,  
Vice President, L. A. W.

#### Massachusetts.

A meeting of Board of Officers of this division will be held at the Clarendon Hotel, 523 Tremont St., Boston, on Saturday, January 20, at 5 P. M.

WM. H. EMERY, Chief Consul.

#### California.

John W. Gibson has been elected a delegate to the National Assembly to represent California.

Dr. L. N. Sandford has been elected a Representative.  
ALEX. S. IRELAND, Sec.-Treas.

#### Tennessee Mail Vote.

The mail vote for Vice Consul and Representative, Tennessee Division of the L. A. W. resulted as follows:  
For Vice Consul.

Chas. J. Scherer, Memphis, 40  
Ed D. Fisher, Nashville, 12

#### For Representative.

G. A. Wilkinson, Chattanooga, 15  
F. N. Smith, Clarksville, 18  
J. C. Combs, Nashville, 28  
Total number of votes cast, 60

Respectfully, Jos. R. WILSON, Jr.,  
Chief Consul.

H. A. PATCH, Sec. Treas.

#### New York Amendments.

To the Board of Officers New York State Division  
Gentlemen: Notice is hereby given under Article

VIII. Section 1 of the By laws, that at the meeting of the Board to be held in New York City on the 16 of February next, I shall move the following amendments to the By-laws:

Article I. Section 2. The annual dues shall be the sum of \$1.00

Article III. Section 3. Requiring the Secretary-Treasurer to publish a quarterly financial report in the official Organ.

Article III. Section 5. (new section.) It shall be the duty of Consuls to acquire information as to roads, hotels, laws and other matters of interest in their locality, and to impart the same to members of the League when called upon so to do, either in person or by letter and perform such other services as shall be required by the Chief Consul.

Their tenure of office shall expire on the 1st day of September in each year.

They may be removed from office at any time for cause, by the Chief Consul.

Article VI. Section 3. Requiring the Executive Committee to make a full report at the annual and semi-annual meetings of the Board giving the exact financial standing of the Division, amount of money received and paid out and for what purpose together with the out-standing liabilities and assets of the division.

Respectfully, CHARLES S. BUTLER.  
Buffalo, January 17, 1889.

#### NEW RACING RULES.

The enclosed are the Racing Rules of the L. A. W. as they stand approved by the Racing Board. In the General Rules Rule F., as it previously stood, was repealed and the present Rule adopted.

In the Track Rules, three entirely new rules are inserted between rule 21 and old rules 22, numbered 22, 23, and 24. Old rule 22 becomes rule 25, 23 becomes 26 and so on. Rule 27 (new number) is amended to read "shall" instead of "should properly."

Rule 28 is amended by inserting "see Rule F, and and Rule 23," after word "table" also by enlarging the appended table.

Rule 31 reads 4 instead of 6 points, also adds, "but any contestant etc."

Old Rule 29 is repealed and New Rule 32 is substituted. The others remain the same. Fraternally,  
CHAS. S. DAVOL, Chairman.

#### Racing Rules.

##### General Rules.

A. Any amateur wilfully competing at races not stated to be held and actually held under the rules of the Board, or rules approved by the Board, shall be liable to suspension from the race track for such a time as the Racing Board may determine; and amateurs are notified that to compete against any rider who has been suspended will render them liable to the same penalty.

B. The Racing Board will receive and pass upon all claims for records, and, if required, claimants must furnish a statement from the judges and time-keepers of the meeting, together with a sworn statement from a competent surveyor certifying the measurement of the track. When the record is proven to the satisfaction of the Board it will be published in the official organ, and stand as such on the books of the Board. No record made at a meeting not governed by League rules will be considered. No record made on the Lord's Day will be considered. The Board will enter no record in its books that is not made in competition between men at an open meeting of which at least one week's notice has been given. The Board will enter no record in its books that is made on a board track or under cover.

C. The standard of measurement adopted by the Board requires that a track shall be measured on a line drawn not more than eighteen inches from a well defined, fixed and continuous inner curb or pole, and no record will be allowed on a track otherwise measured.

D. The Board reserves the right to exclude from the racing-path any and all machines which, in their judgment, do not come within the commonly accepted meaning of the terms "bicycle" and "tricycle," either by the peculiarity of construction, or by undoubted mechanical advantages which they may possess.

E. The following National championships have been established by the Board: Half-mile, one mile, two mile, three mile, five mile, ten mile and twenty mile bicycle, and one mile, two mile and five mile tricycle.

(2) These National championships will be assigned yearly by the Board to League clubs only under such conditions as they may impose. In the location of championships with clubs the Board will require that no prize offered for any event in the meeting where the championship is run, shall exceed in value \$50, and they will further require that the entry of any person whose amateur standing is in doubt shall be rejected. That this rule may be observed, the Board will claim the right to know the full programme of the meeting and to inspect the list of entries to the championships with a view to striking out the name of any person whose amateur standing may be in question.

(3) The National championships are open to League members only, and the trophies in every case shall be medals, struck from a die owned by the League, to cost in no case more than \$50 and to become the property of the winner each year.

(4) Privilege to hold State championships in States where no division of the League has been formed will be granted to clubs or authorized associations when the importance of the meeting is sufficient to warrant the Racing Board's special sanction.

(5) At championship races, whether State or National, there shall be no limitation in the choice of machines, except in the case of such machines as may be officially barred by the Board.

(6) Clubs to whom championships are assigned shall give due notice of the events at least one month before the date of running.

F. (1) The Board will appoint, at its discretion seven or more, League handicappers (giving to each special district), who will, for a stated sum, attend to the classification of the racing men and frame the handicaps of the League and of such of its associate clubs as shall desire this service at their hands. Classification shall be based on the appended table in Rule 28. Handicaps shall be based on the ability, as well as records, of the contestants. Handicaps shall be framed and the men classified before the day of the race, shall appear on the programme, and shall not be changed during the meeting.

(2) Entries to handicaps, and class races, shall close seven days prior to contest, to allow time for proper investigation.

(3) Clubs holding races must send to the official handicapper, of the district in which the races are to be held, a complete list of entries in all handicap and class races, not later than five days previous to the date of races. Any contestant in a handicap, or class race, not handicapped or classified by the district handicapper, shall be liable to suspension from the race track for such a time as the Racing Board may determine.

(4) A fee of fifty cents will be charged for each race, to be paid by the club, or managers of the race meeting for which the handicapping or classifying, is done.

G. It is recommended that no prize be offered in amateur events above the value of fifty dollars, except for challenge cups or prizes which have to be won more than once in order to become the property of the winner.

H. Any cycle club will be allowed, under special sanction of this Board, to pay the entrance fees and reasonable travelling expenses of a member whom they may desire to represent them upon the path, but without this special sanction no competitor in amateur events shall accept from his own club, or from a club promoting sports at which he competes, any payment for his expenses under penalty of suspension from the track for a time at the discretion of the Board.

I. No open betting shall be permitted.

J. In no case shall an order for goods to a certain value, nor a choice of prizes, be offered or taken in any event.

#### Track Rules.

1. Entries and awards in amateur events shall be confined strictly to amateurs and persons entering for these races, who are not members of bicycle or other athletic clubs whose rules of membership exclude professionals, must satisfy the Executive Board that they are not professionals, either by their own statements in writing or otherwise.

2. The officers of a race meeting shall be: a referee, three judges at the finish, three timekeepers, one starter, one clerk of the course, with assistants if necessary; one scorer, with assistants if necessary, and one umpire for every one-eight of a mile. The referee, judges, and clerk of the course shall constitute an Executive Board.

3. The referee shall have general supervision of the race meeting. He shall give judgments on protests received by him; shall decide all questions or objections respecting foul riding or offences which he may be personally cognizant of or which may be brought to his attention by an umpire or other officers. He shall act as he may think for the best in cases of misconduct by attendants, and shall disqualify any competitor who may become liable to disqualification. He shall decide all questions whose settlement is not otherwise provided for in these rules. His decision in all cases shall be final.

4. The judges shall decide the positions of the men at the finish. Two shall stand at one end of the tape and the third at the other. One shall take the winner, another the second man and the other the third man; they shall also note the distance between the first three as they finish. In case of disagreement the majority shall decide. Their decision as to the order in which the men finish shall be final and without appeal.

5. The timekeepers shall compare watches before the races are started and shall note any variance, they shall each time every event, and in case of disagreement the intermediate time of the three watches shall be the official time. Time shall be taken from the flash of the of the pistol. In case two watches of the three mark the same time, that shall be the official time.

6. The scorer shall record the laps made by each competitor, the order of the men at the finish and the time as given to him by the timekeepers. Scorers shall have such assistance as may be necessary.

7. It shall be the duty of the starter, when it has been reported to him by a clerk of the course that all the competitors are ready, to see that the timekeeper is warned and before starting the men to say "Mount," in a few seconds after to say "Are you ready?" and if no reply to the contrary be given, to effect the start by report of pistol. Should the pistol miss fire, the start will be



made at the word "Go." The starter may, at his discretion, put back to a distance not exceeding ten yards any competitor starting before the signal is given. In case of a false start, the competitors shall be called back by the starter and re-started. Any competitor refusing to obey shall at once be disqualified. He shall announce to the competitors the distance which they are to run, and shall indicate the commencement of the last lap by ringing a bell as the riders pass over the mark for the final lap. In case of a fall within ten feet of the scratch line, the contestants shall be recalled and the race started over again. Time handicaps shall be started by the word "Go."

8. The clerk of the course shall call competitors in ample time for each event, and see that they are provided with numbers properly worn. He shall report the contestants to scorers, see that they are on their appointed marks, and call their numbers for the scorers as they cross the line at the end of each lap.

9. It shall be the duty of an umpire to stand at such part of the field as the referee may direct, to watch closely the riding, and immediately after each race to report to the referee any competitor or competitors whose riding he may consider unfair, to the end that the referee, before making any decision, may be credibly informed by an official as to the facts. There shall be as many umpires as the size of the track requires.

10. It shall be the duty of the Executive Board to adjudicate any questionable entry, and they shall have the power to make any alteration in the programme that they may deem necessary, or to disqualify competitors without any protest being lodged by another competitor.

11. No person whatsoever shall be allowed inside the track, except the officials. Authorized persons shall wear a badge. Competitors not engaged in the race actually taking place shall not be allowed inside or upon the track.

12. Any competitor making a false entry will be disqualified and debarred from any place or prize.

13. Choice or change of machine and choice of costume are not limited, except that shirt and breeches must not bare shoulder nor knee. In races distinctly stated on the programme of events to be for a particular class of machine, this rule shall not apply so far as choice or change of machine is concerned.

14. Every competitor will receive, in the dressing-room, a ticket bearing a number corresponding with his number on the programme, which ticket must be worn by him on his back during the race. He shall inform himself of the times at which he must compete, and await the call of the clerk in the dressing room.

15. The drawing for positions in each event shall be done by the promoters of the meeting, and the positions of the men shall appear on the programme. When it becomes necessary to draw for positions on the grounds, the work shall be done by the clerk and starter in conjunction. In heat races, the winner of the first heat shall take the pole in the next succeeding heat. When races are run in heats and a final, the winner of the fastest heat shall take the pole in the final.

16. All starts, bicycle or tricycle, will be from a stand-still, with the left hand toward the curb; and the machines are to be held in position by an attendant (the front wheel touching the starting line) until the signal is given by the starter. Attendants, when pushing off competitors, must have and keep both feet on the ground behind the mark from which the competitor actually starts. Should the attendant overstep that mark with either foot, while touching the cycle, the competitor shall be disqualified. Any competitor shall be at liberty, with the consent of the referee, to start from a mark behind the one allotted him in the race; but in such case, as in all others, the point of contact of the front wheel of the machine with the ground shall be considered the starting mark, which the attendant shall not overstep.

17. The finish of all races shall be judged by the first part of the front wheel which touches the tape fastened flat on the ground at the winning post.

18. Riders must pass on the outside (unless the man passed be dismounted), and must be at least a clear length of the cycle in front before taking the inside. The inside man must allow room for his competitor to pass on the outside. A competitor overtaking another may pass between him and the pole if there be ample room, but he does so at his risk; and should a foul be claimed, the referee must decide if the rider was justified in his course. Riders are cautioned that they must not pass inside, except as a last resort.

19. Any competitor guilty of foul riding will be disqualified and debarred from any place or prize.

20. Any protest against a competitor respecting his qualification as an amateur must be lodged with the referee before starting; and any protest respecting foul riding or breach of rules must be made to the referee immediately after the heat is finished. A competitor, upon being disqualified, shall forfeit any entry fees he may have made.

21. Competitors may dismount during a race at their pleasure, and may run with their cycles if they wish to, but they must keep to the extreme outside of the path whenever dismounted. If a rider be dismounted by accident or to change his machine, he shall not be allowed a push off in starting again, but an attendant may hold his machine while he mounts it, and he must so mount at the extreme outside of the path.

22. Competitors will not be permitted to fall behind one lap, or more, and continue on the track with the

other competitors, for the purpose of pacing. Pacing, if so attempted, shall disqualify both the competitor and pace maker.

23. Clause D, Sec. 6, Article III. of the League By-Laws reads as follows:

"It shall also be within the province of the Racing Board to suspend from the race track, for such a time as they may deem proportionate to the offence, any wheelman guilty of unfair dealing or ungentlemanly conduct on the race track, etc."

The following will be considered as unfair dealing and ungentlemanly conduct, and render the offender liable to suspension:

(1) Entering a class race to which his record does not give him the right of entry.

(2) The use of obscene language on the track.

(3) Swearing at other competitors and at race officials.

24. The referee may place a time limit on any race. The time limit shall not be announced to the contestants until their arrival at the tape preparatory to the start of the race. If the competitors finish within the limit they shall receive the prizes. If they fail to so finish, and the referee is convinced by their riding and the time made, that they endeavored to reach the limit, he may award the prizes. It shall be his privilege to withhold any prize if, in his opinion, the competitor did not try to win the race.

25. Clubs may reserve the right to reject any or all entries except entries to championships run under their auspices.

26. The officers of a race meeting shall not be permitted to compete in any race with which they are officially connected.

27. A novices' race is open only to those who, up to date of event, have never won a prize, excepting in a club contest, and shall be the first race of a meet.

28. A class race is open only to those who up to date of the closing of entries have not won one of the first three positions in a public event in the same or better time than the class under consideration; or in relative time, judged from the other distances according to the appended table. See Rule F and Rule 23.

One Mile. Two Miles. Three Miles. Five Miles.

|      |      |       |       |
|------|------|-------|-------|
| 2.40 | 5.30 | 8.20  | 14.20 |
| 2.45 | 5.40 | 8.30  | 14.40 |
| 2.50 | 5.50 | 8.45  | 15.00 |
| 2.55 | 6.00 | 9.00  | 15.30 |
| 3.00 | 6.10 | 9.15  | 16.00 |
| 3.05 | 6.20 | 9.30  | 16.30 |
| 3.10 | 6.30 | 9.45  | 17.00 |
| 3.15 | 6.40 | 10.00 | 17.30 |
| 3.20 | 6.50 | 10.30 | 18.30 |

29. In a race without hands, the start shall be made as usual. Ten seconds from the time of starting the starter shall ring his bell, and this shall be the signal for the riders to take their hands off. The competitors must then ride with the arms folded, or the hands and arms otherwise kept quite off the machine. Any competitor touching any part of his machine with his hands or arms shall be disqualified.

30. In a slow race, a straightaway course not less than three nor more than five feet in width should be marked out for each competitor. Any competitor who rides outside of these lines, to be judged by the centre of the driving wheel, or who comes to a standstill, or who is dismounted, or who fails to start at the signal, shall be disqualified.

31. In a lap race, the position of the first three men must be taken at the finish of every lap. The first man shall score three points, the second man shall score two points, the third man shall score one point, and no others shall score. The contestant who crosses the line first at the finish shall for that lap score four points. The competitor who scores the greatest number of points shall be declared the winner; but any contestant, in order to secure a prize, must ride the entire distance and be within 150 yards of the finish when the first man crosses the tape at the end of the last lap. Any competitor failing to comply with this rule shall be disqualified.

32. In a team race the position of each rider must be taken at the finish of each lap. The first man shall count a number equal to that of the contestants at the start, the second man shall count one less, the third two less and so on. The aggregate scores of the team members shall decide the winning team.

33. The contestants in a run-and-ride race shall be stationed on foot in the usual manner, and umpires shall be stationed on the track at the mounting and dismounting stations, who shall take account of the fairness of mounting and dismounting. Mounting before reaching, or dismounting after passing the station, shall be sufficient cause for disqualification. The alternating distance shall be one quarter of the distance of the entire race.

34. In a heat race, where the contestant must win two in three, or three in five, the position of each rider must be taken at the finish of each heat. The first man shall count a number equal to that of the contestants in the first heat, the second man shall count one less, the third two less, and so on. The competitor who scores the greatest number of points shall be declared the winner.

35. Entries in a consolation race shall be limited to those who have won no prize in any event of the meeting.

36. Any club that places upon its lists of events a

race of different nomenclature than those given above, must print upon the programme of the day a rule to define the race, that the officials and the contestants may clearly understand the conditions of the contest. 37. Ignorance of any of the foregoing will not be considered a valid excuse for violation.

#### APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list for the following week.

List 175—Total 20—12,024.

BOSTON, Jan. 25, 1889.

CALIFORNIA DIVISION—3—405.

Garden City Wheelmen.

21288 Wilson, Clinton L., San Jose

Oak Leaf Wheelmen.

21283 Kullman, J., care Pacific Tannery, Stockton

Unattached.

21287 Lassen, A. C., Alameda

CONNECTICUT DIVISION—1—477.

Unattached.

21273 Randall, Walter, Seymour

INDIANA DIVISION—1—195.

Unattached.

21286 Tilman, M. Dayton, Roann

IOWA DIVISION—1—173

Unattached.

21274 Roberts, L. E., Plum Hollow

MARYLAND DIVISION—3—468.

Unattached.

21279 Lane, Albert A., 1013 St. Paul st., Baltimore

21269 Baker, George W., Box 97, Easton

21280 Mantz, W. L., Box 521, Frederick City

MASSACHUSETTS DIVISION—2—1238.

Unattached.

21270 Sturm, Harry R., 64 Warrenton st., Boston

21275 Robinson, Albert C., 21 Park st., Somerville

NEW YORK DIVISION—3—2492.

Buffalo Bi. Club.

21276 Behrends, J. H., 684 Prospect ave., Buffalo

21277 Smither, R. K., 448 Elmwood ave., "

Unattached.

21271 Mount, A. C., 432 E. 121st st., New York

OHIO DIVISION—1—949.

Unattached.

21272 Smith, Byron J., Scott

PENNSYLVANIA DIVISION—1—1484.

Unattached.

21284 McLearn, Wm. Z., Fourth st., National Bank, Philadelphia

TENNESSEE DIVISION—1—117.

Unattached.

21281 Wilson, Geo. H., 230 Gay st., Knoxville

VIRGINIA DIVISION—1—121.

Unattached.

21278 Kinsley, C. L., Strasburg

WISCONSIN DIVISION—1—100.

Milwaukee Wheelmen.

21285 Andrae, Julius Sr., 225 W. Water st., Milwaukee

DAKOTA—1—11.

Unattached.

21282 Parmele, Irving L., Mitchell



# WM. READ & SONS,

107 Washington Street, - - Boston, Mass.

Established 1826.

MANUFACTURERS OF

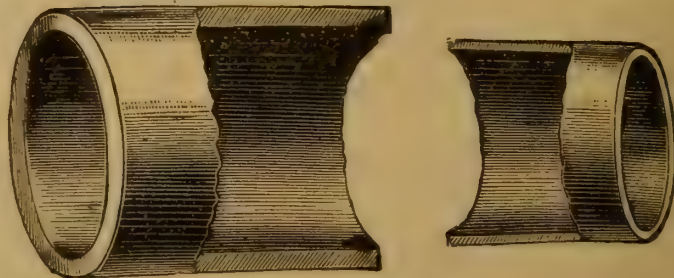
## THE NEW MAIL.



A SUPERB LIGHT ROADSTER.

All our orders call for Trigwell Ball Head. In use for past 3 1-2 years. A Magnificent Success and Great Improvement. *Controlled by us.*

Specialties Found in No Other Wheel.

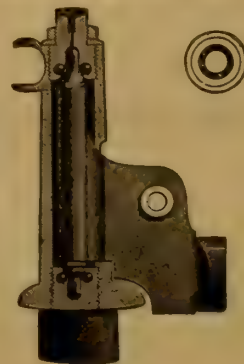


Sectional view of neck and back fork end of  
**NEW PERFECTION BACKBONE,**  
giving increased thickness and strength at upper end, where is the greatest strain. No spreading of backbone after riding.



New Rim.

No Seam outside.  
Thickened Metal at  
Bottom.



Trigwell Ball Head.

1000 miles without  
oiling or adjusting.  
Perfect Rigidity and  
ease of steering.  
Greatest of modern  
improvements.

Not a Broken Backbone Last Year!

## TESTIMONIALS.

Messrs. Wm. Read & Sons:

Dear Sirs—I have ridden your New Mail 12,890 1-2 miles during the past two years, and I find that it stands the hard riding I have put it to admirably.

I would not care to ride a wheel without the ball head which the New Mail is fitted with. In October I rode 1700 miles in 27 days, which is the American record for one month's riding. I do not know of any one having ridden more than the above for two consecutive years, viz., 12,890 1-2 miles.

Respectfully yours,

WM. T. MURPHY,  
Kings County Wheelmen.

BRIDGEPORT, Conn., Dec. 19, 1888.

Messrs. Wm. Read & Sons:

Gents—The New Mail, I must say, is the strongest and best made wheel I ever rode. As I have ridden about all the different makes of bicycles used in this country, and have made a study of the different kinds of heads, I must say that the Trigwell ball head is the most perfect head on the market. I have used it for three years, and have never had it work loose on the road.

Yours truly,

W. B. MIDDLEBROOK,  
Bridgeport Wheel Club.

BROOKLYN, Jan. 31, 1889.

NASHVILLE, Tenn., Jan. 3, 1889.

Messrs. Wm. Read & Sons, Boston, Mass.:

Dear Sirs—The 53-inch New Mail, bought of you in 1887, I have now ridden nearly 4000 miles. True, this is not a great mileage, but every foot represents hard road use, and not to and fro over smooth park roads.

During the summer of '87 I rode this wheel from here to Niagara Falls, 845 miles, every foot of the way being either wheeled or walked, and it went through without a single mishap, making 70 miles average each day on the road, and five cents for benzine to clean the bearings, represents all the care and expense given to it. The ball head was not cleaned or adjusted till after I had ridden some 850 miles of rough road.

Since then, accompanied by two other New Mail riders, we made a straightaway run of 108 miles, being the first century run in our State. Afterwards, with one other New Mail rider, I pedalled it 238 miles in a day, which is State record. Not a great record, to be sure, but remember it was over Tennessee roads, and 133 miles of it *unrepeated*.

This is my seventh wheel, five of them being the highest grade and price on the market, all of which I rode for at least one year, owning always at least two at one time, to better compare their



# WM. READ & SONS, - - 107 Washington Street, BOSTON.

## Interesting Reading. Preserve These Pages!

### TESTIMONIALS CONTINUED.

merits, and I now say the New Mail is, without exception, the most perfect and superb light roadster I have ever had.

It combines all the good features a most exacting wheelman could demand, including material, workmanship, easy running and great beauty of outline. In fact I have never yet met a wheelman, no matter what wheel he was riding, that did not say the New Mail was the handsomest looking wheel he had ever seen. The ball head is simply immense, and I would not habitually ride a wheel without it; not a ball has been broken; it is always rigid, and never gives me the slightest trouble. Further, I am thoroughly convinced the oval backbone is the correct thing. I have never known of this shape perch being broken here, although there are some eight or ten English roadsters with oval backbones in our city, which wheels have been in hard use over five years, while I know of *three* round backbones broken here *this* season on high price roadsters.

Only lately I had the machine to pieces, and found the head and all bearings as good as new; in fact, I think with perhaps a new set of tires some of these days, the wheel is good for the next ten years. Yours very truly,

ED. D. FISHER,  
Capt. Nashville Bi. Club.

CAMBRIDGE, Mass., Jan. 19, 1889.

Messrs. Wm. Read & Sons:

Dear Sirs—After two years' experience in riding the New Mail I consider it a first-class machine in every respect, and I have been entirely satisfied with it. It is light, yet stiff and strong, and stands as much hard usage as a heavy built machine. The ball bearing head is an improvement, as it can be kept tight, yet runs smoothly, thus avoiding wrenching and rattling of the machine.

Truly yours,  
GEO. A. PERKINS,  
Capt. Cambridge Bicycle Club.

BOSTON, Jan. 3, 1889.

W. J. Newman, Cambridge, Mass.:

Dear Sir—I have used my New Mail for two years over all kinds of roads, in many cases subjecting it to very severe tests. The machine is to-day as staunch and solid as ever, and I have never laid out a cent for repairs on it. Yours &c.,

E. S. HILTON.

NORTH CAMBRIDGE, Jan. 4, 1889.

Messrs. Wm. Read & Sons:

Gentlemen—After having ridden other makes of machines for about eight years, I bought me a New Mail in the fall of '87. Since then I have ridden it over 2000 miles, and my advice to any one thinking of buying a first-class machine is, get a New Mail. The Trigwell ball bearing head places the New Mail above all competition in my estimation.

J. F. BACON.

BOSTON, Jan. 3, 1889.

Messrs. Wm. Read & Sons:

Gentlemen—I rode the New Mail all last season, and consider it the best wheel for all round use in the market. One thing in particular, the ball bearing head keeps the head as tight after a long run as before, and is a great advantage. I take pleasure in saying a good word for the New Mail.

ARTHUR K. SMITH,  
Camb. Bi. Club.

CAMBRIDGEPORT, Jan. 10, 1889.

Mr. W. J. Newman:

Dear Sir—Since the birth of the New Mail it has been my mount and can justly say that it is all that is claimed for it. The Trigwell ball bearing head is perfection.

Respectfully yours,

W. S. ROOP,  
Cambridgeport Cycle Club.

BOSTON, Jan. 3, 1889.

W. J. Newman, Esq., Cambridge, Mass.:

Dear Sir—Considering in my estimation the best wheel good enough to ride I have ridden the "New Mail" since its introduction and to-day the machine is in first class condition.

Yours etc.,

JNO. MACCONELL JR.,  
Cambridge Bi. Club.

CATASQUA, PA., Dec. 25, 1889.

Wm. Read & Sons:

Gentlemen—I cannot pay any tribute to the Trigwell ball bearing head which will do it justice. Only those who ride constantly and

hard and have changed from a cone to a ball head can appreciate what a blessing it is. I have used it for three years over all kinds of roads and found it simply perfect. It has converted the riders of every manner of machine in this vicinity.

Very truly yours,

WM. H. MEALY.

JERSEY CITY, N. J., Aug. 24, 1888.

Messrs. Wm. Read & Sons, 107 Washington street Boston, Mass.:

Dear Sirs—About one (1) year ago I bought one of your "New Mails." I have ridden it about 2800 miles over all kinds of roads (a great many miles on Jersey City cobble) and it has been true every time. I have not had a nut loosen in that time, and have adjusted the ball head but *once*. The backbone is indeed "perfection;" firm as a rock. I cannot say enough in its favor. There is not, in my opinion, a wheel made that equals it. You can use this as you wish.

Yours respectfully,

J. E. DAY.

OSWEGO, N. Y., Dec. 31, '88.

WM. READ & SONS, 107 Washington st., Boston, Mass.:

Gentlemen—I have ridden my 54-inch New Mail 3000 miles this year, over the toughest of country roads, which abound in this section, and of the many different makes ridden by me in the last five or six years, I am free to say I have never found its equal. In hill climbing it is far ahead of any. I find the ball head not only gives such great ease in steering, but perfect rigidity. I have not touched mine but once in the 3000 miles; it is a grand success and I want no other. And as to the wheel, its every line is one of strength and beauty. Yours truly,

FRANK E. MANAHAN.

RICHFIELD SPRINGS, N. Y., Jan. 14, 1889

MESSRS. WM. READ & SONS:

Gentlemen—I wish to say that the 51-inch New Mail bicycle, that I have been riding since June, 1887, is, in my estimation, the best all-around crank wheel made. The *Ball* head is as near perfection as anything can be. My wheel has been run two thousand miles and upwards, and the head nut has never been tightened yet. I rode it today over seven miles of rough frozen road, and it is as firm and solid as a rock.

You may use these lines as you see fit. I hope they will be instrumental in assisting some rider to make a purchase that he will never regret. Very respectfully yours,

S. F. COLE.

NASHVILLE, TENN., Jan. 2, 1889.

MESSRS. WM. READ & SONS, Boston, Mass.:

Dear Sirs—Last year wishing to buy a wheel, I was somewhat undecided which one to get.

After some thought and investigation, my choice fell to the New Mail, and I have never regretted the investment, for a more perfect wheel in all its details I think cannot be found.

To say that I am perfectly satisfied, about conveys my meaning. You do not "brag and bluster" half enough about the machine, for of all I have seen (and we have every first-class wheel on the market in our city), I have yet to see one which could near approach it in every good quality which goes to make up a good roadster. The ball head is perfection.

I have never yet ridden with any one who could pass it on a coast.

There were some twenty New Mails sold here this past season, and I have never yet heard anything but praise from its riders.

Very respectfully, J. L. GEORGE L. PHILLIPS.

NEW YORK.

Messrs. Wm. Read & Sons:

Dear Sirs—I must give you the praise that is due the New Mail. I have been a rider for the last 12 years, and have been on almost every wheel in the market, but have at last struck my favorite of all, the New Mail, one of which is now in my possession. It is, without exception, the truest, easiest and lightest running machine I was ever on. I was at first struck with its handsome appearance, and when I tried it I immediately disposed of my old one and purchased this one I now have. I can recommend this wheel above all others, and you are at liberty to use this.

Yours truly,

G. F. PERRIN.

Messrs. Wm. Read & Sons:

Gentlemen—The New Mail came in good shape. I am very



# WM. READ & SONS, - - 107 Washington Street, BOSTON.

## Preserve These Pages!

## Preserve These Pages!

### TESTIMONIALS CONTINUED.

much pleased with the wheel, and consider it the very best on the market to-day. As I have had two years' experience with the Trigwell Ball Head on my old wheel, I know it is a good thing, and as essential to the fine running qualities of a wheel as a Ball Bearing in any other part. Yours truly, C. R. FLOWER.

GLEN FALLS, N. Y., Dec. 29, '88.

Wm. Read & Sons:

Gentlemen—I have tried nearly all of the different wheels made, and I think none of them can equal the "New Mail." It is light, easy running and durable, and the "ball bearing" head is far ahead of any kind I ever used. Mine ran all of last season without once working loose, and our roads are of the roughest kind.

Yours respectfully, H. W. KNIGHT.

BALTIMORE, Sept. 14, 1888.

Messrs. Wm. Read & Sons, Boston, Mass.:

Gentlemen—I have ridden the New Mail constantly for four months, covering over 1200 miles, a great part of this riding has been done over some of Maryland's roughest roads, and the machine is as staunch and in as good condition as the day I bought it.

I am very much pleased with the machine. As a hill climber, it beats any straight wheel I have ever ridden, and I consider it a first-class all-around machine.

You are at liberty to use this letter if you wish to.

Yours respectfully, F. W. POPE,  
Capt. of Balto. Cycle Club.  
BALTIMORE, Jan. 1, 1889.

Wm. Read & Sons:

Gentlemen—The New Mail is in my judgment the easiest running and most perfect steering wheel I have ever ridden. The ball head appliance for nicety of adjustment is unexcelled and is the greatest modern improvement in bicycle mechanism. The beauty and graceful appearance and finish of the wheel ensures for it a great future.

Very truly, WILLIAM A. BLACK,  
Captain Baltimore Cycle Club.

BOSTON, Dec. 6, 1888.

Wm. Read & Sons:

Gentlemen—The 54 inch New Mail that I bought of you May 19th, 1888, has in every way proved perfectly satisfactory. During the eleven hundred miles that I covered from that time until October, the ball head needed adjustment and oiling just twice. I have run the machine two weeks without oiling any part. At the end of this season's riding the machine shows but little wear. It is a handsome wheel, handsomely finished, and has been the admiration of every one that sees it. Wishing you a good season for '89, I remain,

Yours respectfully, R. J. GOODNOW,  
NASHVILLE, Tenn., Jan. 2, 1889.

Messrs. Wm. Read & Sons, Boston, Mass.:

Dear Sirs—Last season I bought a 52 inch New Mail and have ridden it in company with many a scorching party over give and take roads. It is the third wheel I have owned, the two former costing me more money; and after a seasons hard use must say the New Mail eclipses anything I have ever possessed. I have ridden it on a straight away run of 108 miles and another time away run of 138 miles. With the exception of worn tires cut up over our rocky roads, the wheel is as staunch and good as new. I have noticed you sold quite a number here during the season, and deservedly so for a finer wheel I am confident is not on the market. The ball head I think is a grand improvement, most especially in hill climbing and riding "hands off." It never causes any trouble, keeping tight and yet steering easily. Yours respectfully, JO. B. NORTHERN.

CARLISLE, Pa., Dec. 17th, 1888.

Wm Read & Sons:

Dear Sirs—Since I have had my New Mail (got it February, '88) I have ridden 2427 miles over all kinds of roads—muddy, sandy, rocky, slushy, frozen, mountainous, etc., and at the present writing it stands to all appearances as staunch as the day I first had the pleasure of mounting it.

Therefore (having ridden some of the so called "best wheels") for the benefit of any who want to get the easiest running, most durable, and therefore the cheapest wheel in the market I want to say, here it is—the New Mail—and stand ready to prove, not only

that it is not excelled by any, but also that in some points it does excel all others.

Every mechanic I have shown it to unhesitatingly pronounces it "the most perfectly constructed I have ever seen."

And as to the ball head, I honestly don't believe that any one with a reasonable amount of common sense, having tried it, would be without it. I have not adjusted the head in the last 1300 miles.

A New York professional looking over some wheels to select one for an important race here, took from choice a New Mail; he won the first prize.

I, though not much of a rider, entered three of the Co. races, and the three medals show with what result.

I believe I voice the opinion of all the New Mail riders, when I say, we would have no other. Some are anxious to sell their old wheels and get New Mails. Your respectfully,

W. J. SHEARER, JR.

BUFFALO, N. Y., Dec. 29th, 1888.

Dear Sirs—I most heartily recommend the "New Mail" to all who want a strong, easy-running—in fact, a perfect bicycle. I have ridden mine very nearly a full season, and absolutely nothing in the way of repairs has been necessary. The ball head on my machine has not had, nor has it required the slightest attention beyond an occasional oiling; it certainly is a great improvement over the ordinary head. Very truly yours, F. H. THOMAS.

BUFFALO, Jan. 3, 1889.

Dear Sirs—I have been riding your New Mail, and find it perfectly satisfactory in every respect. The ball head works like a charm, and I certainly consider it far superior to the old style. It requires no attention whatever. I have not altered mine in a full season's hard riding. Very truly, CHAS. W. HOLLAND, JR.

BUFFALO, N. Y., Dec. 29, '88.

Dear Sirs—I take great pleasure in recommending the "New Mail bicycle," for I think it stands at the head of all first-class wheels.

One of the advantages is the ball head; from the time I got the wheel I never adjusted the head, and for its easy running qualities it can't be beat. Yours very truly, WM. H. JOHNSON,

L. A. W. No. 19493.

Buffalo Bicycle Club.

RISEING SUN, Md., Jan. 5, 1889.

Messrs. Wm. Read & Sons:

Dear Sirs—I have ridden the New Mail during the season of 1888, and can recommend it to any who desire a wheel that combines beauty of outline with durability and rigidity. It is all that Messrs. Read & Sons claim for it. I have ridden it over all kinds of roads, and find it a good hill climber and a safe coaster.

My wheel, at the end of the season, after a large amount of hard riding over rough roads, is as firm as a rock.

Nothing but a trial is needed to convince the most skeptical that Trigwell's Ball Head is a success. Very respectfully,

B. R. HANNA.

NEW BEDFORD, Mass., Jan. 9, 1889.

Messrs. Wm. Read & Sons:

Dear Sirs: The 50-inch New Mail I bought of your agent in June, 1888, has given me the best of satisfaction. During the past season I have not expended a cent on it for repairs, and today it is as good as new. The Trigwell Ball Head is immense.

Yours, etc., WALTER V. KELLEY.

BRANDON, Vt., Dec. 17, 1888.

Messrs. Wm. Read & Sons, Boston, Mass.:

Gentlemen—The 53-inch New Mail bicycle purchased of you several months ago I have been more than pleased with, and think it stands at the head. I have owned and ridden some of the so-called best makes in the country, and find the New Mail to take the lead; it runs much easier, never getting out of order, and it is certainly a thing of beauty.

I have ridden my wheel over the roughest roads in this section, and never have had to adjust the bearings or make any repairs whatever. I consider the ball-bearing head one of the greatest of improvements, it guides so easily over rough roads. There are other New Mails in this section, and their riders cannot say enough in their praise. Wishing you success for 1889, I remain,

Yours respectfully, A. B. GOODRICH.



## WM. READ & SONS, - - 107 Washington Street, BOSTON.

These testimonials must **Convince** (and we have too many more of same tenor to put all in an advertisement) that the **New Mail** is of the Highest Grade, and that its Specialties of Ball Head, &c., are an advantage. What is true of the Ordinary is also true of the **NEW MAIL SAFETY**, as we make it of the same High Quality, and it has the **Same Specialties**. The advantages of Trigwell's Ball Head to the Ordinary is even surpassed in its application to a Safety (in fact it seems **Specially Designed** for a Safety), for by its rigid bearing, and not needing adjustment, it keeps the front wheel steady, and **obviates sensitive steering**, which fault all Safeties have had. Can be ridden **HANDS OFF**.



## The New Mail Safety

HAS ALSO

### Spring Front Fork,

preventing vibration—very easy and out of sight.

### Has REAR AXLE BAND BRAKE,

the place for a brake—not fouled with mud as when near the tire.

Has **PERFECTLY STRAIGHT FRONT FORK**, giving steadiness of running to front wheel.

Has **TANGENT SPOKES**, half-nickeled to intersections, giving a very handsome appearance.

Has **STRENGTHENED BASE HOLLOW RIM**.

Has **KEYSTONE SADDLE**, very easy, and specially fitted for a Safety, as it has no side or rocking motion, which is fatal to steadiness on a Safety.

Approved by R. H. Davis, the Champion Safety rider, and others, as the Best.



Rear Wheel 30 inches, front, 32 inches. Geared to 54 inches.

Price \$135, with Ball Pedals.

Many orders already booked. We believe we have the **BEST YET**.

All parts **STEEL FORGINGS**

Send for illustrated Catalogue, free. A fine photograph of the Ordinary or Safety for 10 cts. in stamps. Better get the Agency. Good Agents wanted for all our wheels in every town.

MANUFACTURERS,

## WM. READ & SONS,

107 Washington Street, - - - - - Boston, Mass.



“The philosophy of trade forces prices to correspond with quality. No man can buy for a dollar that which is worth two dollars, nor can one man make for a dollar what another and older man can not produce for twice as much money. There are prices and prices, and qualities and qualities, and every time they correspond. My advice to buyers, whether they buy washtubs or steamships, is to purchase of long established houses with pronounced reputation. The manufacturer who has one price and maintains it gives positive evidence of the standard value of his goods. It is worth something to know what you are going to get.”

---

*Perhaps there is meant in the above for the purchasing cyclist.*





# BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.  
5 cents a copy.

BOSTON, 1 FEBRUARY, 1889.

Volume XVIII.  
Number 14.

We should be glad to send you a copy of the Victor Catalogue for 1889, if you will send us your name and address.

It is larger and better than ever before, and describes the best line of wheels in the world.

---

**OVERMAN WHEEL CO.,**

Makers of Victor Bicycles, Tricycles and Safeties.

BOSTON.



# WE CLAIM

that we are the only firm of importance in the cycle trade in the world who have not employed professionals, or makers' amateurs, to run bogus races! create records!! and win championships of the world!!!

We claim, That the NEW RAPID CYCLES do not need any such tinsel ornaments.

We claim for the "New Rapid," a reputation as a solid bona fide Roadster, second to none.

## St. George's Engineering Co.,

**BIRMINGHAM, ENGLAND.**

**NEW SAFETIES**

**FOR 1889.**

"COURIER,"

"WANDERER,"

"GYPSY" and

"LITTLE JEWEL."

"COURIER,"

\$75.00.

FOR MEN.

"Gypsy,"

\$60.00.

For Ladies.

"WANDERER,"

\$35.00.

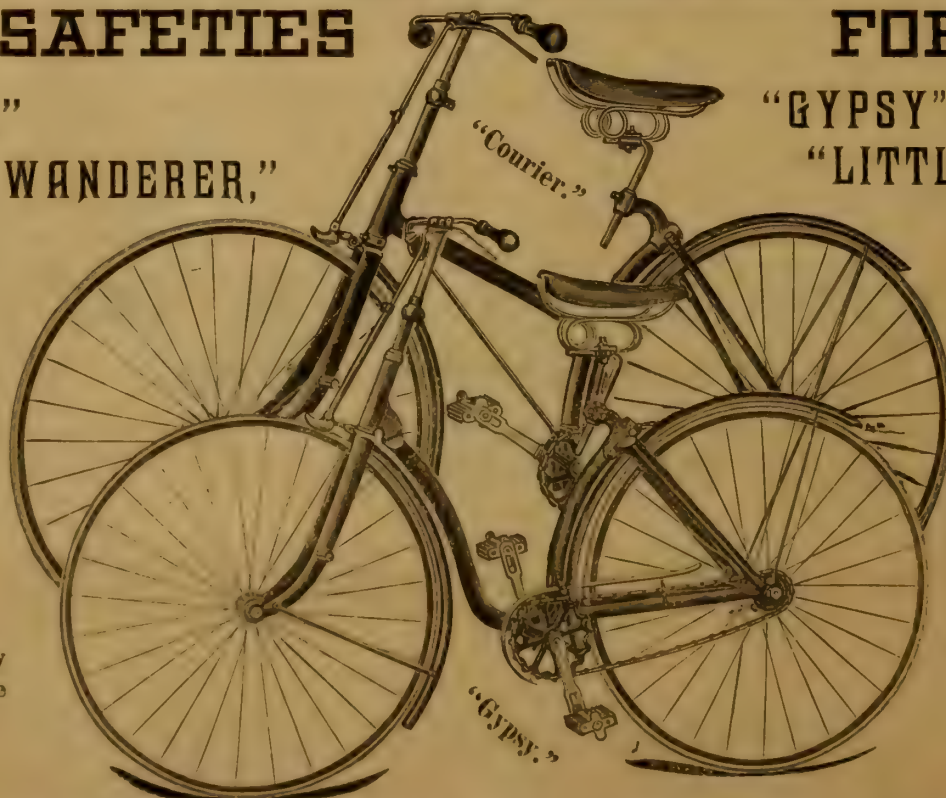
FOR YOUTHS.

Little Jewel,"

\$25.00.

For Boys & Girls.

Don't buy a Safety  
until you have  
seen ours.



They have all the  
latest improve-  
ments, and are  
unequalled.

HIBBARD, SPENCER, BARTLETT & CO. (Wholesale Only) Chicago, Ills.  
SEND FOR FEBRUARY CATALOGUE.



# THE KODAK CAMERA---FOR WHEELMEN.



THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a knowledge of photography is unnecessary. The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The "Kodak" is an article which every wheelman should possess, and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

Send for copy of Kodak Primer, containing Kodak photograph.

**The EASTMAN DRY PLATE AND FILM CO.**  
**ROCHESTER, N. Y.**

Price, \$25.00.

## SPECIAL.

All Advertisements in this Department 20 cents a line.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.

**EUREKA HOME TRAINER** and Bicycle Stand. Write for particulars. M. A. WOODBURY, Bradford, Pa.



**L. A. W. BADGES,**

For Gold Pins of the Official

Design, send direct to

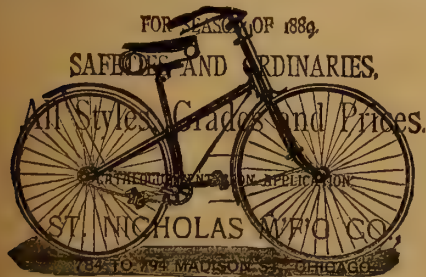
**CHAS. H. LAMSON,**

177 Middle Street,

Portland, Me.

Patented. Price, \$3.50, \$5.00, \$7.00 and \$8.00, according to finish. Diamond Badges \$15 to \$50 for the larger pins, and \$10 to \$30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

**LAMSON'S LUGGAGE CARRIER**, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.



**Bicycles, Tricycles, Tandems and Safeties.**

**SHOP WORN and SECOND-HAND.**

All makes, selling without regard to market value, to make room for a large stock of 1889 patterns of Singer Cycles. Make your own price, cash or instalments. All goods guaranteed as represented. Call or send for description.

**Most Complete Repair Shop in the City.**

**SINGER & CO.,**

6 and 8 Berkeley St.,

(Odd Fellows' Building,)

**BOSTON, MASS.**



**EXCELSIOR FLANGE and SKATE COMBINATION,**

*For All Kind Cycles.*

Patented Oct. 2, 1888.

Superior to Toboggan, Roller or Ice Skating

Great Speed and Perfect Safety

—ON THE—

**ROAD AND ICE.**

**OHIO CYCLE SUPPLY CO.,**

**NEW KNOXVILLE, O.**

Mention this paper.

**JOHN HARRIOTT,**

MANUFACTURER OF

Bicycle and Athletic Medals,

**CLUB PINS & BADGES,**

DESIGNS ON APPLICATION.

3 Winter Street, Boston, Mass.

**PUNNETT,** Merchant Tailor  
& Athletic Outfitter,

98 & 100 West Ave., Rochester, N.Y.

Use Punnett's Jersey Cloth Garments, and you will always be neatly and comfortably dressed. Club Uniforms a specialty.

Be sure and send for Samples and Blanks.

## FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the order.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.

**FOR SALE**—52-inch New Mail Bicycle; balls all around; has never been ridden; still in crate, as received from the manufactory. Price \$122.50. Address Box 72, Clarksville, Tenn.

**BILLIARDS.** For sale, or exchange for a Columbia, Marlboro' or Crippler Tandem, in first-class condition, a nearly new Brunswick Pool and Billiard Table, 4x8. List price \$300. Used in a private house. P. O. Box 548, Philadelphia, Pa.

**FOR SALE**—Tourists Tandem Tricycle (Beeston Humber), in good condition. Cost \$225. Price \$100. Easy terms. G. A. YANT, Olathe, Kansas.

**VICTOR SAFETY,** '88 pattern, in excellent condition, for sale cheap. O. BARTEL, 360 Broadway, New York.

**FOR SALE**—A Singer Straight Steerer Tricycle, in good condition. Apply to F. C. GRAVES, Box 5283, Boston, Mass.

**FOR SALE**—55-inch New Mail, with Butcher's Hub Cyclometer, all in perfect order. Price \$100. GEORGE B. BRAYTON, JR., 515 Shawmut Ave., Boston.

**52-INCH,** 54-inch Experts, 52-inch Standard, 46-inch Semi-Roadster; A1 order. A. C. VOORHEES, New Brunswick, N. J.

**FOR SALE**—54-inch Apollo; balls all around. Cost (with extras) \$141. A1 condition. \$80 takes it. C. C. TRUESDELL, 1 Bastable Bldg., Syracuse, N.Y.

**FOR SALE**—51-inch Special Star, 2-3 nickel; all improvements. Cost \$135, and is in prime condition. Will sell for \$90. JOS. W. SHARP, JR., Berwyn, Chester Co., Pa.

**WANTED**—An experienced wheel builder at once. Must be a rapid workman. INDIANA BICYCLE MFG. CO., Indianapolis, Ind.

**FOR SALE**—Victor Safety, '88 pattern; guaranteed as good as new, and in absolutely perfect condition; the tires do not even show wear. If sold at once will be sold cheap. Address LEXINGTON, Bicycling World office, 12 Pearl st., Boston, Mass.

**FOR SALE**—44-inch American Safety; balls all around, and cyclometer; been ridden 250 miles; good as new. \$65.00. W. A. JUDD, Clifton Springs, N. Y.

**150 TICKETS,** at \$1 each, for a special built Humber Tandem, nearly new; weight 70 lbs.; hollow rims. To be drawn Feb. 15th, 1889. E. S. DAYTON, 120 Quinpiac st., Fair Haven, Conn.

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# THE · SPRINGFIELD · ROADSTER · VOLANT · SAFETY.

## LIGHT, COMPACT, STRONG AND DURABLE.



We wish to call the attention of the public generally to our new improved VOLANT SAFETY, which we have been induced to prepare to place on the market for 1889 to fill a long-felt want for those who desire to ride and do not wish to stride a high wheel, and for those who wish to purchase a wheel which can be adjusted to fit the whole family from a rider of 44 to 58 inches, and still for those who desire a machine that can be adjusted to them as they grow.

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*Descriptive Catalogue Feb. 1st.*

**SPRINGFIELD BICYCLE MFG. CO.,**  
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# AN UNSOLICITED TESTIMONIAL.

MESSRS. WM. READ & SONS, BOSTON.

Gentlemen—Will you kindly put my name down for one of the first copies of your new Catalogue, describing your New Mail Safety. I am anxious to see what I am sure will be the height of mechanical art, judging from the perfection of your "New Mail" bicycle. I have ridden one of the latter, bought of you, through thick and thin for two years, and I know I can *depend on it every time*. Graceful in outline, rigid, yet elastic as whalebone, its Ball Head firm as a rock, yet sensitive to every touch as the mouth of a high-bred horse, every ounce of metal put where it will do the most good, it seems as though in it the skill of the bicycle builder had culminated, and that if further improvement is to be, it must be in other designs as yet undreamed of, or in other materials, whose nature is perhaps hinted at in the metal aluminum. Very respectfully,

CHARLES L. PALMER,  
Albany, N. Y.

Jan. 22, 1889.

## MORAL--Do Thou Likewise.





Published Every Friday

— BY —

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

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Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

## TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the *Bicycling World Co.*

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

## EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 1 FEBRUARY, 1889.

## NEARLY THREE QUARTERS OF A MILLION.

ON the present basis of the weekly circulation, 691,000 papers in one year would be issued from this office. It takes over 1500 reams of paper, the total weight of which would be 57,760 pounds. The advertiser can ponder on these figures.

THE editor of our New York contemporary devotes two columns editorially to the subject of circulation, the tenor of which seems to be that there are 60,000 wheelmen in the United States who are not subscribers to his paper, and he grows grandiloquently patronizing, in that he allows us our "miserable 13,250 circulation," while he will be content to take as many of the 60,000—as he can get; all of which is edifying, generous and a trifle amusing.

But the nub of the thing is right here. We went a-fishing, cast a fly and hooked our esteemed contemporary, and so now comes the scaling, the cleaning and the frying of the little fish.

When the aforesaid editor makes an affidavit showing the exact number of names on his regular mailing list, and when he makes affidavit that from 3000 to 4000 of that claimed 5000 issue were not sample copies, we will have a very few more words to say. We are sorry that the impetuosity of our New York brother impelled him to rise at our fly, but so it is, and he has swallowed the bait, hook and all.

We must ask our readers to bear with us for taking up valuable space discussing this matter; we will not sin often, and we will be brief.

OUR esteemed contemporary, *Bicycling News*, has been asking prominent English racing men a series of five questions as to their individual views of the time limit scheme. We take from that paper the replies of Richard Howell and Herbert Synner, as representative men of the professional and amateur ranks:

"Query 1. Will a time limit man cause the cracks to hurry?"

Says Howell—"The time limit has been tried in England, and

found not to answer; in fact, it has never answered anywhere. It would not cause the cracks to hurry in the least, they would sooner have the race run over and over again than make the pace, and run a chance of a second-class man beating them."

Query 2. Is forcing the pace a wiser course than 'tactics' or head work?

"Many races are won by head work only, when they could not possibly be won by forcing the pace."

Query 3. In amateur races, will withholding the prize be an effective penalty?

"I don't believe any good comes of any kind of threat. It's only regular racing men that understand the question. People go to see a race, not to see a man fined." [Amen!—Ed. B. W.]

Query 4. Do you think it wise to experiment in championship races, amateur or professional?

"If new-fangled things are advertised the public don't understand it, and they don't know whether it's a donkey race or a bicycle race, and they don't go to see it."

Query 5. In your experience, has 'waiting' or 'going all the way' been most successful (in first-class company)?

"I have won mostly all my championship races at the waiting game. I used to go all the way, but found out that I could win much more easily by waiting, and sprinting my men down at the finish." \* \* \* \*

We now come to what Mr. Herbert Synner says on this important subject:

"'I, for one,' says Mr. Synner, 'should do as I have always done in whatever contest, that is, *ride to win*.'"

That is, he would ignore the time limit and ride his races exactly as heretofore, as his judgment taught him. On the *pace-forcing*, as opposed to *tactics*, question, the amateur champion writes:

"Is mere pace-forcing preferable to tactics? Certainly not, and even as Osmond has tried the pace-forcing system, so have I, and I have come to the conclusion that for a man to be able to run another man off his legs he must be at least a hundred yards the better man in a mile, especially when there is any wind about." \* \* \* \*

Finally, Synner expresses his readiness to join with other cracks in a refusal to enter for any time-limited championships, and he adds that he considers

"That such contests ought not to be at the mercy of a few non-racing men, who, so long as the men get over the ground in a certain time, irrespective of a good finish, care not one jot whether the best man runs first, second, third or unplaced."

We reproduce the above opinions from two such prominent racing men, not because we are surprised at their answers, or that we supposed for one instant that they would take any different position. That the crack amateur or the crack professional would object to any scheme forcing them to give more interesting races we were perfectly aware of, before we read the opinions of Howell and Synner.

The professional is hot after his little purse, and the crack amateur is also earnest in his chase after the prize.

But did our worthy "cracks" ever consider from whence came the purse and the prize? If this thought has never entered their brain we will joggle their perception by remarking that the public furnish the funds to make up the purses and pay for the prizes. Now this same long-suffering public is rapidly becoming disgusted with these loafing matches and fake exhibitions, miscalled races, and said public is fast arriving at the point where it will refuse to attend these so-called race meets. Briefly, the public is the goose that lays the golden eggs, the stubborn professional and amateur, who kick against giving interesting races, take the part of the man who killed the poor goose.

The moral and result is easy to learn—A dead goose, no egg; no egg, no purse, no prize.

Perhaps after all it will be a good thing that the "crack" racing man is determined to refuse to enter time races. Let him go; there are plenty of "second-class men" who will remain on the path and give us races in real earnest, as of yore, and not exhibitions of modern jockeying and brain racing, which may be very intellectual but intensely stupid.

OFFICERS who send proxies to be used at the coming National Assembly in New York must bear in mind that unless they follow printed instructions on the same, to the *very letter*, the proxies may be thrown out.





## LOS ANGELES.

## "VINDEK."

THERE is one thing residents of this city take just pride in, and that is the Southern California climate, with the brand blown in the bottle. At this season of the year the contrast in the atmospheric conditions between Southern California and the East is simply marvelous, and is to be experienced to be appreciated. In the East old Boreas has been on a rampage, and Jack Frost has nipped the ears of the rich and the poor. Here in the glorious country of Southern California the air is redolent with the rich fragrance of the orange blossom, the air is as balmy as a day in June. The birds seem to sing more sweetly; the sun shines brighter and warmer. The orange trees are heavily-laden with their golden fruit. The Eastern wheelman has carefully wrapped his faithful old bike in canton flannel, and it has been relegated to the cold and cheerless cellar. Its owner has for the nonce given up bicycling, but can be found at the club, narrating the incidents of the past season. Here the wheel is never stored, but is used by its owner the year round.

It is stated that President Kirkpatrick and Treasurer Brewster will visit Los Angeles this spring.

"A MERRY Chestnuts and a Happy Rats, Job Lots, Remnant Sale, A. W. Allen, J. J. Archibald," was the New Year's card presented by these two festive young wheelmen.

W. S. WING, Osborn & Alexander's able representative here, has sent in a large order for ice bicycle attachments, which were recently advertised in the *WORLD*. There are no cantharides on Wing.

EFFORTS will be made with the powers that be, to hold the State Division meet in this city this summer, and the date will probably be May 30. Races will be given at Agricultural Park. An interesting programme will be arranged.

"MENTOR," your former correspondent at Kansas City, is now a resident of this city. In a talk with your correspondent, he said: "Please give my compliments to 'Occasional,' the Denver correspondent, and tell him he has an excuse for living, and that is to be ultimately cut short in his mad career by the fool killer."

LOS ANGELES is being paved with asphalt, and the riding is superb. This city is surrounded by a number of lovely places to visit, and the roads are fine. This year a boulevard will be constructed to Santa Monica, the great seaside resort, and the trip can then be accomplished in an hour. This is the favorite run of the wheelmen. Wheelmen should visit Southern California, the ideal wheelman's paradise.

THE Los Angeles Wheelmen are now comfortably quartered in their new rooms in the Panorama Hall building. The club occupy two well-furnished rooms; one is used as a billiard room, and the other as a reception room. On last Tuesday evening (15th) the club gave a reception and hop to their friends. About forty couples participated, and a royal good time was had. The ladies were bewitching in beautiful toilets, while the men in their knickerbockers were much admired.

## NEW YORK.

## "HAWKSHAW."

A CERTAIN bi-monthly wheel paper announces on its first page that Mr. Stevens has been sent on "a bicycle trip in search of Stanley, and then on the following one makes the wonderful prediction, that "if the wheelmen of Philadelphia will only guarantee Thomas Stevens a good round sum of money they could, no doubt, prevail on him to come to this city and recount his adventures in foreign lands." Here's richness for you! Think of the wheelmen in Philadelphia writing to Stevens at Zanzibar, asking him to come home at once and receive a "good round sum" just to tell them of "his adventures in foreign lands." Oh! Tommie, Tommie! Why did you go on your bicycle to Africa, and thus stir up Philadelphia journalists? It's awful wicked and unkind of you, and I'm ashamed of you, really I am.

As a rule I am not in favor of political jobs, and the presence of the "colored gentleman" in any bill usually causes my opinions to

be averse to its becoming a law, but if ever I was tempted to the contrary it was this week, when the "Senegambian individual" was discovered secreted in bill No. 29. This bill was introduced at Albany, and authorized the Commissioner of Public Works in this city to pave with asphalt pavement the Grand Boulevard (or Broadway), from 59th to 110th street. If there is anything that would boom wheeling here it would be this, but unfortunately the papers asserted that the bill was a "strike," and that there was \$50,000 "boodle" to be divided when it passed, and I am afraid that there is no hope for us not to continue to ride the Boulevard as a morass in wet weather and a Sahara in dry.

DR. N. M. BECKWITH last week secured a judgment against D. H. Renton for \$1000 for false arrest. It will be remembered that the Renton vs. L. A. W. case was the result of a communication from a member of the L. A. W. in Scranton, appearing in the columns of the *Bulletin*, then under the editorship of Eugene Aaron, in which it was alleged that Renton appeared upon the track in a racing costume devoid of decency. Renton began the play by arresting Messrs. Aaron and Beckwith for libel, and whooped things up in general, threatening at one time to arrest any and every body. On the trial that followed, before a country jury on Staten Island, pictures of Renton in racing costume were shown to prove that he was not indecently clad, in fact I think Renton appeared personally before them, clad in the identical abbreviated habiliments. This was the opening scene, and the victory of Dr. Beckwith's, above recorded, is the final one, in what started as a tragedy and ended as a farce. Ring down the curtain. The play was bad, though truth compels me to say that some of the stars were good, and ably filled the roles in which they found themselves so unexpectedly cast.

I DON'T think anyone has been more enthusiastic over the entry of ladies into cycling than I have, and none have tried harder to encourage them in doing so than myself, but when it comes to a question of woman bestirring an ordinary, and riding round a track for the purpose of being gazed by a curious public, then I want to go on record as voting decidedly in the negative. I had thought that this class of cycling disgrace met its birth and death in the performance of Louise Armaindo, but alas! I was mistaken. On Feb. 11th we are going to have what is billed as a six-day female bicycle race here, the contestants to ride eight hours each day. Mr. Richard K. Fox, the editor of a "society journal," intends to present the winner of the event with a \$500 diamond medal, emblematic of the female bicycle championship of the world. Pittsburg has the distinguished honor of introducing this highly creditable (?) form of sport. It will take many years for the better class of wheelmen to overcome among ladies the stigma that will thus fall upon wheeling, and it is much to be regretted that it should occur just at this time, when so many ladies have had their attention favorably called to cycling as a pastime suitable for their adoption.

## BALTIMORE.

## "NORVAL."

THE work of the roads improvement committee is said to be progressing favorably and the committee feels encouraged to keep along in its work. The chairman, Chas. R. Eisenbrandt, has received congratulatory letters from wheelmen in all parts of the State and is in receipt of numerous letters from other States inquiring into particulars of his work.

THE bad weather has arrived and stopped wheeling.

THE fourth annual full-dress reception of the Maryland Club will be given on February 13th.

THE Centaur and Chesapeake Clubs expect very soon to move from their old headquarter. The Chesapeakes are seeking for a clubhouse further out on Fulton avenue.

J. M. CUMMINGS, the popular Secretary of the Baltimore Club, will be married on February 20th to Miss Edith F. Brittain. The ceremony will take place at the home of the bride, 1743 Park avenue.

HARRY T. KINGSLAND, Maryland's champion bicycle rider, is at present a full fledged member of the Manhattan Athletic Club, also is William Macdermott, Maryland's champion high-jumper and sprinter.

It is rumored that the members of the Rambler Club are anxious to consolidate with the Baltimore Club. It is very likely that if any of the Ramblers should individually make application for membership in the Baltimore Club, they would be taken in.

CHIEF CONSUL ALBERT MOTT and his wife will probably be the first Baltimoreans to become regular riders of a tandem bicycle. Mr. Mott has commissioned a friend to purchase him the most desirable of those which will be exhibited at the coming Stanley show in England, where all the English and some of the American manufacturers show their latest and most improved machines.



THE Madison Avenue Improvement Association has prepared a petition to the City Council for the paving of Madison avenue from North avenue to Druid Hill Park gate with belgian blocks. A portion of the street is paved at present with these blocks. The property holders are anxious to have the work completed. The wheelmen claim that as there is no heavy travel in that portion of the city the asphalt pavement would be far preferable to all who use the street. The cyclers would be content if the space between the car tracks was paved with the blocks, but they do not prefer having the whole street covered with them.

## BUFFALO.

### "ALI BABA."

TIME creates wonders; as with all successful clubs, so with the Buffalo Bicycle Club. February 22d will be the tenth anniversary, and we are going to celebrate it in a way which calls forth special rejoicing. It will take the form of a banquet which will in all probability be held at the Niagara. Would that you could be there. I always fancy that men of letters have ravenous appetites. [On the contrary, editors are proverbially abstemious.—Ed.]

DR. JULIUS POHLMAN gave an able lecture on physical exercise at the Buffalo Club house, and the ladies showed their appreciation by being present in large numbers and showing an interest, which the doctor was gratified to note.

LADIES are beginning to show an unusual interest in physical culture, and from the amount that is being written about the benefits of cycling, and the enthusiasm shown by women, it will not be long before we shall see many of the gentler sex active cyclists and experts in the gymnasiums. The Women's Wheel Club is making the study of physical culture a part of its work.

THE Buffalo Club didn't hang up its stocking for Santa Claus, but if it had done so, large as that stocking is, it would have been inadequate for the beautiful present which awakened our surprised delight, as we gazed into the club parlor on Christmas morn. This present was nothing less than a splendid antique oak chair, presented by the Ladies' Wheel Club. It is a most worthy and welcome gift from our fair co-inhabitants.

EXTRAORDINARY weather this; not in fifteen years, says the "Oldest Inhabitant," have we had such a mild January. As late as the 19th wheelmen were seen riding to the park lake, with skates hanging from backs. It was a little cool then, too, but what of that? When the streets are in almost summer condition the strict enthusiast is not to be blamed for putting on his bicycle suit, the temptation is too much, and a frozen thumb or two is counted as gain under the invigorating dual allurements of a skate and a bike.

LESS than an hour ago I observed an elderly gentlemen riding on one of those ancient, primordial, primeval velocipedes. It had a seat between two large wagon wheels. Every now and then the "ancient mariner" would touch the pavement and with a vigorous kick he would send it spinning along for several feet. He repeats this movement whenever the speed comes down to a mule pace. Upon interviewing him he remarked that "it was fine going down hill, but 'twas a tough job going t'other way," and thus saying he gave another kick and disappeared down the stream of time, toward improvement, I hope.

## PORKOPOLIS NOTES.

### "STAR."

No 14,670 is not the only one that has found fault with "Hawkshaw's" language and sentiments. Several of our local wheelmen, aware of the munificent salary that your correspondents receive, expect you to employ a very high grade of literary talent, and their dissatisfaction at the very diffuse style and caustic language of your New York correspondent has on several occasions been rather bluntly expressed.

THE citizens of Cumminsville are at last becoming aroused to the necessity of improved streets, and it is believed that after about five years of "talkee talkee" they will have Colerain, Hamilton and Spring Grove avenues paved with granite.

IN regard to holding the next meet of the State Division here, the general opinion seems to be, that owing to the changes taking place in certain of our clubs, it would be better to wait till 1890, when it is believed we will be better able to manage an affair of that kind.

THE recent demise of the Central Wheelmen points a moral. The club was organized about two years and a half ago, and started out with very brilliant prospects, but in their anxiety to become the largest club in the city they paid very little attention to the qualifications of new members so long as they were able to pay the club dues. As a consequence, a disturbing element crept into the club that soon destroyed its usefulness.

ON January 24 the Newport Club gave a dramatic entertainment that would have done credit to professionals. Miss Nellie Longley and Mr. L. L. Buchanan, however, carried off all the honors, and, in the opinion of those who saw the performance, Miss Longley has a brilliant future in store for her. The wheelmen of the Three Cities were out in force. Fourteen of the C. B. C., who arrived rather late and were consequently obliged to take back seats, were highly amused by the affectionate embraces of a spoony couple sitting in front of them, and which seemed to immensely tickle the silvery-tongued Marqua.

IN speaking of long runs, Charley Hanauer says in effect that they enable the wheelmen to see more of the country than short runs do, and that to the strictly temperate man they are not injurious; and that the exhaustion due to dissipation is too often ascribed to over indulgence in bicycle riding. Whilst the latter part of his opinion is unfortunately only too true, yet we could relate quite a number of instances that conclusively prove that it is not every strictly temperate man that can take long runs with impunity, in fact their "broken up" condition during the early part of the week is often used as an argument against cycling. Very few of us, like Charley and the Croningers, are built like race horses, most of us, indeed, are built more like plugs and cart horses. Many of us are confined in offices and business houses from early in the morning till late in the evening for six days in the week, and have neither time nor inclination for gymnasium exercise, consequently when we start out on Sunday our muscles are soft and unequal to the strain of a long run, and then as the fresh air and the exercise give us appetites like sawmills we are very apt to eat several times more than we usually do. Now if we should go on a long run we should be obliged to either start on our return very soon after dinner, or to scorch in order to get back in time for—church, and would be fit for nothing the next day.

## NEWS

### AND COMMENT.

IN the death of Mr. Brandon Lewis, of Lafayette, Ind., that city and section lose a man and a cyclist who was an honor to his town and to his kind. He was one of the first riders in the State of Indiana, and was an enthusiast on the subject of cycling. At the time of his death he was 67 years of age. On Jan. 1st he took his last ride, covering 74 miles in 7 hours and 7 minutes, remarkable time for a man of his age. He was a walking guide book for the territory in his vicinity, and he was always ready to impart information to those seeking it. The press of his city bear testimony to the high esteem in which he was held by his fellow citizens. Mr. Lewis' parents survive him.

OFFICERS' meeting and election Feb. 18th at the Grand Union, New York.

NEWARK, N. J., is spoken of as a probable meeting place of the League this year.

THE Wilkesbarre (Pa.) Club gave another of its delightful socials at the club house last week Friday.

STERLING J. STEELE, a well-known amateur racing man of Bristol, Conn., died a few days ago.

ERRATA. We announced the date of the Elizabeth (N. J.) Wheelmen's entertainment as being Feb. 13th; it should be Feb. 12th.

PRESIDENT GORMULLY, of the Gormully & Jeffery Mfg. Co., was in town last week, and paid us the compliment of calling at our office.

A COLORED driver in Washington, D. C., was lately fined \$100 for threatening to run down and drive over a cyclist, Mr. Arthur Harrison by name.

THERE is music in the air these times, and the coming officers' meeting Feb. 18th promises to produce harmony (?) of the most Wagnerian character.

THE Orange (N. J.) Wanderers are talking of a new club house, or as an alternative the idea of joining the Orange Athletic Club was freely discussed, and was favorably considered.

THE New Haven (Conn.) Club held their ninth annual dinner at Prokasky's Cafe last week Thursday. One report speaks of the club as an aggregation of "twenty-seven handsome young men!"

THE organization of a great century run, similar to that managed by Mr. L. A. Clark, of New York, last year, is now under way. Notice of a meeting by those interested will appear in the WORLD at an early date.

CAPT. H. S. WIGGINS, of the Portland Wheel Club, who is to act as Treasurer of the coming European tour, has lost flesh rapidly the present winter in his struggle with letters from French and German landlords and foreign money tables. He is determined to have it down fine, however, if it reduces him to a shadow.



**ERRATA.** In last week's issue, in the article from Mr. Corcoran, the paragraph that commences on the fifth line from the bottom of the page should read, "Heat races of a mile, best two in three to win, are nothing more than waiting or *lap* races," etc. The correction is to substitute the word "*lap*" for "*loaf*."

We believe that the memorial erected by the New South Wales cyclists, in honor of the late H. Cortis, the great English amateur, is the first ever erected in honor of his reputation as a rider only. Starley, the inventor, has a monument at Coventry, but we think that Cortis is the first name thus honored by cyclists, as a cyclist.

THE importance of the bicycle in illustrations becomes more apparent every day, as shown in a very large picture issued by the spacious and famous McComb House on Grand Island, the popular summer resort of Western New Yorkers. This picture has the usual railroad cars, steamboat landing, with the regulation beach and its complement of bathers, has four carriages and two bicycles and one tandem.

No. 17,605 writes us from Martinsburg, W. Va.: "The toll heretofore levied on the M. and W. turnpike, from Martinsburg to Winchester, on cycles has been abolished. The wheelman can now ride along the pike, without the ever-recurring 'toll, gentleman,' sounding in his ears. The agitation for road improvement is bearing fruit even here. One of our local papers contains a long editorial on Gov. Beaver's message, advocating improved highways. Keep the ball rolling; it's bound to tell."

**PRESIDENT AMEE**, of the Cambridge (Mass.) Club indignantly denies the rumor that poker playing is allowed in their club house. It did come to the attention of the officers of the club, however, out of which probably grew the report, that two members had indulged in a game of cards for money. The members were fined \$10 each for the offence, but they called for a hearing and, no evidence having been adduced to prove the offence charged against them, the fine was removed.

SEVEN leaders in New York society—Messrs. John C. Furman, a down-town broker; T. Howard, a man about town; Worthington Whitehouse, S. S. Sands, Jr., Robert Hargous, James Waterbury and Edward C. Potter—appeared at a swell ball given in that city attired in black satin knee breeches, silk stockings, pumps with buckles, tailless velvet coat, and watered silk vest. The gentlemen pledge themselves to use this as full dress exclusively hereafter. Their appearance caused a sensation, but the verdict was one of approval.

A FORMER member of the Boston Bi. Club, Francis Cragin, (more properly Cragin,) died on January 22 at Greenwich, Conn., of a complication of diseases, aged 29 years and 5 months. He was lately in the employ of a prominent firm of architects in New York; was well known some ten years ago among bicyclists in Boston; had friends also in Chicago, where he visited about that time, and rode his machine from there to Washington D. C. He was a young man of very good abilities and a generous disposition, and an athletic frame promising length of life which the fatal stars cut short. He leaves a widow but no children.

#### AN INTERESTING TEST CASE IN ILLINOIS.

ONE day in the fall of 1888 Mr. John E. Ransom, an L. A. W. man, accompanied by his brother Charles, were riding their bicycles just outside of Springfield, Ill., when they were met by one David Talbott, driving a horse and a two-seated carriage. Talbott was asked to give the boys room, on the beaten road, to get past, but Talbott refused to turn out. In their efforts to get out of Talbott's way, John Ransom fell from his wheel, and Talbott's carriage ran over his bicycle, damaging it badly. Upon learning the facts of the case, Chief Consul Davis, Illinois Division, instructed the Local Consul of Sangamon County (in which county event occurred) to proceed according to law, to recover from Talbott the amount of damages incurred. In consequence of this action of the L. A. W. the case of Ransom vs. Talbott is now pending in the Circuit Court of Sangamon County. It is an action in the case for damages to a bicycle belonging to the plaintiff. The injury occurred, it is charged, by reason of the failure of defendant to turn his carriage to the right of the centre of the road, in due season, to allow plaintiff to pass.

The declaration claims that a bicycle is a carriage within the meaning of our Statutes. A demurrer has been filed to the declaration.

The suit involves two questions. First—Is a bicycle a carriage within the meaning of the law, and governed by the Law of the Road, entitled to the same rights and subject to the same liabilities? Second—If it is a carriage, was defendant guilty of negligence in this particular case?

The first of these questions will be decided by the Judge on the

hearing of the demurrer. The second can only be decided by a jury upon the facts proven at the trial. The demurrer will be argued within a week or so. The trial may be had by March 1st.

The Statutes of Illinois, Chapter 121, A& May 4, 1887, provides: "That whenever any persons, travelling with any carriages, shall meet on any turnpike road, or public highway, in this State, the persons so meeting shall seasonably turn their carriages to the right of the beaten track, so as to permit each carriage to pass without interfering or interrupting, under the penalty of five dollars for every neglect or offense, to be recovered by the party aggrieved."

The law provides for suits to enforce above penalty before a Justice. Our suit is not for this penalty, but the section is given for general information. Whether we recover damages in this case or not, we stand a good chance of getting a decision as to the fact that a bicycle is a carriage. Other States have had such a decision but we are behind in that particular.

EDGAR S. BARNES.

#### PROVIDENCE (R. I.) WHEELMEN.

THE entertainment held by the Rhode Island Wheelmen at Music Hall last Thursday was the social event in cycle circles for this city so far this winter. The talent was all local, and many a brave and fair bosom swelled with pride at the evidence of excellence of the skill shown by our musicians, both vocal and instrumental. The music was of a high order, and the rendition was in keeping. Mr. Packard made a hit in his elocutionary efforts, and the Crescent Quartette covered themselves with glory.

The annual meeting of the Rhode Island Wheelmen will take place on Monday, Feb. 18.

#### MASSACHUSETTS DIVISION L. A. W.

THE officers of the State Division met at the Clarendon Hotel, Boston, last Saturday, and one of the most important measures was the issuance of a circular to be sent to all the town officials of the State, calling attention to Section 4, Chapter LIII, Public Statutes, making the erection of sign boards compulsory at the forks and intersections of highways. This circular winds up by stating that the League will institute proceedings against all towns that have not complied with the law.

The question of a State road map was referred to Messrs. Forbes, Bassett and Whitney.

It was voted that the Board meet hereafter on the first Saturday in every month.

#### ATHLETIC ALBANIANS.

THE in-door tournament given last Friday by the Albany (N. Y.) Wheelmen at the Academy of Music was a success from every point of view. Over 1200 people were present, and the efforts of the performers were received with great enthusiasm. The impersonation of Mlle. Armelius by Maltby was excellent, and completely "fooled" the audience. The "dude act" and the skillful riding of Maltby brought down the house.

The fencing by Thompson and Diamond was exciting; the horizontal bar act by Littenthal brothers, Ryan and Spring was excellent. A sparring match, "gentle enough to please the ladies," was had between Butler and Mills; those bad boys, Duncan and Egan, wanted to have a "go," but it was feared Albany propriety might be shocked. The tug of war between Troy and Albany just raised the people to their feet, and when Albany pulled Troy over the line the people howled. In this entertainment the Albany Wheelmen score another success.

#### "THE GOOD WORK."

THE Philadelphia Press has a long leader on the road question, and urges that popular opinion be so shaped as to demand better roads. Among other things this paper says: "No change, however, will work which does not recognize, first, that road building requires trained skill and, second, that the present plan of letting farmers 'work out' a road tax is antiquated. 'Good road construction in Europe,' says the *Engineering News*, 'enlists the services of the best engineers the country can afford.'"

In speaking of the present system of "working out the road tax," the Press continues: "Of course, if the farmers prefer the system of working out their road tax to a system of good roads, American country roads will remain in their present condition. The tax will continue to be paid, its aggregate amount will be enough to give good roads and it will all be wasted. The roads will remain what they are—the worst in any civilized country."

It ought, however, to be possible in the Eastern counties of this State, which are filling up with country seats, big and little, to introduce a reform. To be effectual this must require:



# THE EAGLE BICYCLE.

## THE WHEEL OF '89.

Active Agents Wanted in Every Town and City in the United States.

### THE EAGLE

Is now ready for the market. In workmanship, finish, and quality of materials it is unequalled. Wherever the "Eagle" has been exhibited it has been received with enthusiasm. It combines all the advantages of the "Ordinary" with many qualities of a "Safety." It is second to none in speed, either on track or road. It is a good hill climber, and under perfect control in coasting.



### AGENCIES.

All applications for agencies will now receive immediate attention.

If you deal in bicycles, or, if you are a good rider, capable of showing up the advantages of an excellent wheel, apply at once for the agency for your locality.

We want live, active men, who will be awake to our interests and their own.

In applying address the Stamford office, and state the probable number of bicycles at present in use in your town or county.

**A Practical Rear-Driven Safety without Sprocket Chains, Levers, Clutches, or extra friction of any kind.**

**SIMPLE DIRECT CRANK MOTION.**

**÷ THE LIGHTEST RUNNING WHEEL IN AMERICA. ÷**

**BALL BEARINGS EVERYWHERE.**

**EVERY SIZE AND FINISH READY FOR IMMEDIATE DELIVERY.**

**LARGE ILLUSTRATED CATALOGUE FREE.**

**THE EAGLE BICYCLE MFG. COMPANY,**

**STAMFORD,**

**CONNECTICUT.**



San Francisco, November 5th, 1888.

The Coventry Machinists' Co., Ltd., Boston, Mass.:

Gentlemen—As the year is drawing to a close perhaps you would be interested in knowing how the "SWIFT" has fared in this section as compared with other Safeties. To be brief, there are more "SWIFTS" in use here than any other make of Safety. We have not taken a single "ordinary," or any other kind of machine in exchange, as part payment, for a SWIFT during the season. Not a single SWIFT after leaving our hands has to our knowledge been exchanged for other make of safety or sold to a third party. There is not a second-hand "SWIFT" for sale or exchange. And finally, from present indications there will be more "SWIFTS" sold here during the coming season than any two other makes of safeties.

Yours very truly,

(Signed)

DEVANY, HOPKINS & CO.

|                                           |                                                      |                       |
|-------------------------------------------|------------------------------------------------------|-----------------------|
| WARWICK                                   | CATALOGUES NOW READY.                                | CYCLE                 |
| <b>THE WHEELS FOR 1889</b>                |                                                      |                       |
| ARE                                       |                                                      |                       |
| THE                                       | <b>Warwick Perfection</b>                            | BICYCLE               |
| AND                                       |                                                      |                       |
| THE                                       | <b>Warwick Perfection</b>                            | SAFETY.               |
| <b>WHEELMEN LOOK OUT FOR THEM.</b>        |                                                      |                       |
| <b>≡ Agents * Don't * Get * Left ≡</b>    |                                                      |                       |
| WRITE FOR DESCRIPTION.                    |                                                      |                       |
| <b>LOOK OUT FOR THEIR TANDEM BICYCLE.</b> |                                                      |                       |
| MFG. CO.                                  | <b>A. KENNEDY-CHILD, Superintendent of Agencies.</b> | SPRINGFIELD,<br>MASS. |



First—The payment of all road taxes in money.

Second—The employment of a skilled engineer to oversee the work, both of the county and the townships.

Third—The selection of the main routes on which good roads should be built and maintained by county authority.

The charter of the city of Troy, N. Y., is to be amended in such a manner as to provide that hereafter the city at large shall pay one half the expense of paving or macadamizing streets which are forty feet or upwards in width.

A bill providing for the permanent and systematic improvement of roads has been introduced into the Ohio Legislature, and the Ohio Division is out with a circular soliciting funds to aid in securing its passage.

### THE EUROPEAN TOUR.

TO ALL WHO MAY BE INTERESTED.

As our arrangements are about perfected, a short sketch of the route and of this party may be of interest to those wheelmen who are intending sooner or later to make the "Grand Tour" a wheel.

Starting from Boston, May 18th, on the Cunader Cephalonia we disembark at Queenstown, port of Cork, Ireland. Here we remain a day or two to recover from the effects of the ocean voyage, and to get the "hang" of our wheels—many of us being unused to the safety type of cycles, some one variety of which will be ridden by every member of the party.

Our route is now to Dublin, via Yonhal, up the famous Black-water river, through Waterford, Wexford and the beautiful county Wicklow. After remaining in Dublin a day we cross the Irish Sea to Liverpool by night and in the morning ride to the quaint old town of Chester (17m) where the remainder of the day will be spent in rambling about its balconied street and along its ancient walls. Then on to Birmingham and Coventry, stopping to view the great 'cycle works. From here to London our route includes the picturesque ruin of Kenilworth Castle, the magnificent Warwick Castle, the home of Shakespeare at Stratford-on-Avon, the college town of Oxford, Windsor Castle and Hampton Court Palace. Early in the morning we ride into London, there to remain a week and see that which we have heard about, and read about, but never seen—that is the most of us. This over, we ride to Brighton, the great English watering-place and then to New Haven where we embark for France. Landing at Dieppe, we ride leisurely to Paris, via, Rouen, Mantes, Versailles and St. Germain. In Paris the exhibition will be in full blast, and the week spent here will be filled to the brim with pleasure and interest. Then, ho for Geneva! 225 miles away over the Jura mountains. The road is magnificent all the way being one of the military highways of France. The towns passed, are out of the ordinary line of travel, and picturesque to a degree. In Geneva we remain over a Sunday and then up the beautiful Lake Lemman for a two weeks' ramble through Switzerland. Our route is as follows: Villeneuve, Aigle, Gesseny, Thun, Interlaken, Falls of the Lauterbrunnen, Murren, Brunnig Pass, Lucerne, trip to top of Rigi, Brunnen, Zug, Wadenschwyl, Wesen, Rapperschwyl, Zurich, Schaffhausen. This brings us to the headwaters of the Rhine, and here we begin to keep company with that beautiful and historic river which is not terminated until it empties into the North Sea. We pass through Basil, Strasburg, charming Baden-Baden, the German university town of Heidelberg, Mayence, Coblenz, where wine is good and cheap, and fragrant cognac. Here we take steamer for Rotterdam, and at this place our tour, as a party, ends: each member will here go his own way—some directly home by the Rotterdam line, or by Liverpool, quickly reached by through steamers and trains, others to Paris or Berlin, and still others to Norway.

It will be a delightful tour—it can't be otherwise—and we are anxious to have as many as we can in our party to share the good time with us. Our number must be limited to twenty-five, as more could not be accommodated with comfort. Our ranks are rapidly filling up, as will be seen by the following list of those already booked for the tour:

Arthur Bennett, W. H. Bennett, Chicago; F. H. Palmer, F. A. Elwell, H. S. Higgins, Charles Leavey, Portland, Me.; Junius E. Beal, Ann Arbor, Mich.; Wm. C. Roseboom, Cherry Valley, N. Y.; Rev. Charles E. Fessenden, Summit Hill, Pa.; P. Howard Reilly, New York City; Clark Cooper, Trenton, N. J.; I. Newton Smith, Philadelphia, Pa.; H. Wentworth, Skowegan, Me.; John Thompson, Watkins, N. Y.; Herbert Leary, Rochester, N. Y.; George Clark, Greenville, Miss.; Stephen L. Breed, Lynn, Mass.

It will be seen that there are a few vacancies left, and we cordially invite those who would enjoy taking this trip in our company to do so. It is not intended to make it an expensive trip, and can easily be afforded by scores of readers of this paper.

Address all communication to F. A. ELWELL, Portland, Me.

### POLLY, OF SWEETBRIAR VALLEY.

BY SECRETARY.

(Continued.)

DURING Charlie Cracker's courting days, on several of his bicycle trips to the Cornpatch homestead, he met Absum driving Thought. Now Absum had heard of the boasted superiority of the bicycle over a horse, and the afternoon of their first meeting had promptly challenged Charlie, and away they went, the politic Charles allowing the old gray mare to win easily; and on subsequent occasions he contented himself with being defeated, whereupon Absum laughed to scorn the claims of the caoutchouc shod steed.

In the confines of Sweetbriar Valley there was not a more industrious, energetic, accumulative, progressive farmer than young Humphrey Turnipson, and this same Humphrey thought that within the area of that valley there was not a sweeter girl than our Polly.

He wasted considerable time wooing Polly, and Absum encouraged him.

The afternoon of the day on which Polly had held the interview with her father, she met Charlie at their usual trysting place. She told him what we already know, and added to his and our information by further saying that her father had returned from the barn, informed Polly that she should marry Humphrey, and what more, the marriage should take place that very night, and that her father had just hooked Thought to the buggy and had driven over to the preacher's to send him up to the Cornpatch house, and from there her father was going after Humphrey to bring him up and have it done and over.

It was a period of consternation and despair for the young lovers, until Charlie suddenly drew forth his watch, asking what time Absum and Humphrey would probably be at her home.

"About seven o'clock," half sobbed Polly.

"It is now four," said Charlie; "I can do it. Meet me at the gate ten minutes of the hour, and all will be well. Good-bye, and keep a brave heart."

He stooped and kissed her, saying, "to-night I will kiss my wife."

He sprang on his machine and rode rapidly away.

From this time to the moment of Charlie's return seemed an eternity to poor Polly, and as the distant village clock struck the hour of six her excitement was intense, and she grew hot and cold by turns, as she imagined she heard the rapid beat of old Thought's hoofs and the wheels of her father's buggy. She knew by the sun that it must be near seven, and as the moments passed and Charlie did not appear she was ready to be hysterical.

"Will he *never* come?" she repeated time and time again.

At last!! she spied a dust-covered figure on a tricycle dart round the curve of the highway. A moment more and Charlie, very white and almost breathless, but with a set look about his mouth and a glitter in his eye which meant "do or die," was at her side.

He was on a tandem tricycle.

"Quick!" he gasped, "jump up."

"But I can't—" she began.

"Quick!! quick!!" shouted Charlie. "*Jump up.*"

"There is no time for explanations or talk of any kind now," he said to her.

As they started off through the growing dusk the old gray mare appeared over the brow of the hill, a quarter of a mile away, drawing the buggy in which sat Absum and Humphrey. They saw the fast disappearing pair, and instinctively divined who they were.

With an oath, Absum lashed the old gray, and started in pursuit.

"Pedal, dear, pedal, Polly," said Charlie, who had looked back; "they are after us."

"I don't know how," answered Polly, breathlessly, "I never rode one of these things before."

"Put your feet on the rests and let me run it," he answered, as he fairly stood on the pedals, and sent the machine flying around the bend and on down the level road.

As they reached a little cross lane, Polly beheld a lady and gentleman seated on a tandem.

(To be Continued.)

### A MODEL SALESROOM.

WHEN the Pope Mfg. Co. obtained the building Nos. 77 and 79 Franklin street two years ago, a clock concern occupied the lower floor on a lease. The lease expired the 1st of January, and the Pope Co. took possession of the floor and began fitting it up as a salesroom. Although the finishing touches have not yet been put on, the floor is open to wheelmen. The salesroom is lighted from three sides with very large plate glass windows. On one side of the room have been placed the drawers, boxes and pigeon-holes to contain



the many hundred parts of the Columbia machines. Ample space is given for sundries, and nearly the entire centre floor is occupied by the Columbia bicycles, tricycles, tandems and safeties. The most spacious corner of the floor is covered with a handsome rug, upon which stands a large library table covered with all the cycling publications of the world. Easy chairs surround the table, and an open fireplace gives it the coziness of home. Wheelmen are cordially invited to make free use of this reading corner. Close by the reading corner is the department devoted to the selling of the World Typewriter. Taken all together the new salesroom of the Pope Mfg. Co. is the lightest, most convenient and commodious of any we have seen.

#### CHANGE IN FIRM NAME.

THE familiar name of W. B. Everett & Co., will disappear from among the names of our large importers and in its place that of Singer and Company will appear.

For the past year the firm has practically been Singer & Co., although for various reasons the honorable name of W. B. Everett & Co. was continued. The business of the firm will be continued the same as it has been since the retirement of W. B. Everett, and Mr. W. L. Ross will continue in charge as the manager of the Singer Co.'s American branch. The products of the Singer Co. have become so well established in reputation for unexcelled excellence that it would seem superfluous for us to add our word of praise and approbation. In the twenty-four different patterns of cycles that they make they show every known kind of wheel, for the child, the tourist, the racing man, the parcel delivery man or the unfortunate man who has to depend on his hands for propelling power, to say nothing of their various "Victoria war cycles."

The Royal Singer Safety is a new machine for 1889 and is a specially light machine built for expert riders.

#### SPRINGFIELD BICYCLE MFG. CO.'S FACTORY.

WE do not suppose for one moment that the Springfield Bicycle Mfg. Co. selected the location of their factory at Highlandville with any idea of the picturesqueness of its position, but a more beautiful spot, or more charming surroundings than those in the vicinity of their factory at Highlandville could hardly be wished for.

Dismissing the question of beauty, as the one of practicability is of more moment, it will be our endeavor to give a brief sketch of the interior arrangements of the building. From the outside we see a well-built frame building of four stories in height, with several wings of one or two stories attached thereto. Ascending a few steps, entrance is at once made into a large room, in one corner of which a neat partition marks off the part occupied as office. We were courteously received by Mr. C. J. Moore, the Superintendent, and on making our mission known we were escorted through the building, and shown how the Springfield Co., in the short space of two and one half months, had converted an absolutely vacant building into a factory, filled with machinery and bicycles, complete and in the course of construction.

The floor on which the office is built is the second main floor, and that part not occupied as the office is fitted up as an assembling room and repair shop. In another corner of the room a section is fitted up with heavy drawers, each one being numbered, and each being filled with the parts of the Springfield Roadster bicycle. This room will be in charge of a man whose business it will be to give out these parts as they are called for, charging them at the same time to the workman who takes them; by this method every man has to account for the parts he has taken.

From this large assembling room we passed into two smaller rooms, in one of which the polishing and the buffing is done, and in the other all the apparatus and tanks for nickeling are contained. From these rooms a few steps down stairs brought us into the blacksmiths' shop. Here were all the appliances for forging by power. Two large, eight hundred-pound drop hammers were in full blast. The power punch and the power hammer were also busily engaged, shaping the different parts of the bicycle. In this room were also several hand forges, manipulated by the blacksmiths, all busily engaged in forming steel and iron into parts and tools. Just outside the door of the blacksmiths' shop is a shed filled with steel. Each rack is marked with the size and particular quality of steel contained therein. This is under control of the foreman of the forging shop, who is responsible for the steel used and has to make an account thereof. In the blacksmiths' shop the ovens for tempering the bearing cases, and other wearing portions of the bicycle, are also located. From the blacksmiths' shop we passed into the machine shop, and here we found as handsome an exhibition of machinery as it has ever been our lot to examine. Every machine is new, and has been built and bought specially for the work to be done. The bulk of these machines come from the shops of Pratt &

Whitney and Brown & Sharp, and was selected after careful consultation between Mr. McCune and the manufacturers, in fact, some of it was specially built and designed for this factory. A great deal of it has yet to be placed in position and connected with the shafting, and there are yet several machines to arrive in order to complete the equipment. A technical description of these machines would of course be tedious, and of no value to our readers, but it is a matter of interest to them to know that the machinery in the shops is of the most approved patterns and most expensive in cost, *ergo* the best. A great deal of preparatory work was being done, we noticed, in the way of cutting the dies and making tools, and we were informed by the Superintendent, Mr. Moore, that in the course of three weeks the factory would probably be in full blast, making bicycles. The power to run the factory is furnished by a water wheel and an eighty-horse power steam engine. The latter is run only in case of a failure of the water power, and also when the drop hammers are being used.

The arrangements for enameling and baking the parts are very complete. We saw one small oven for baking small parts, and two large ovens, about eight feet by eight each, in which the backbones, forks and wheels are to be baked. The building is thoroughly lighted by means of gasolene, and as a protection against fire every room is fitted with patent sprinklers, the water for supplying which is pumped to the roof of the building, and is contained in a large tank. Fire buckets filled with water are also conveniently placed in the different rooms.

We congratulate the Springfield Bicycle Co. in being in possession of such a large and complete factory, and we sincerely trust that the time is not far distant when they will have to more than double the floor capacity of their present factory, by building. We forgot to state that the upper stories of the building are at present used for storage purposes. This flooring space can be utilized (which we trust it will be at an early day) by placing machinery in same, and in purchasing this factory the Springfield Co. had an eye to the future, in the hope that the future would test the already large capacity of their factory to its utmost extent. It is evident that in the automatic machinery, and the labor-saving devices located in this new factory, that the factory cost of wheels is reduced to its minimum, and that with honesty in quality of stock used, the Springfield Mfg. Co. should produce a machine for excellence, and reasonable of price, unsurpassed.

THE spring fork of the New Mail safety is made by means of a strong spiral spring being inserted in the hollow upright, to which the handle-bars are attached, allowing a play up and down of two inches. The famous Trigwell Ball Head is used on this machine. Two excellent cuts of this new machine appeared in last week's issue.

OUR old friend, L. H. Johnson, who made such a hit with the Premier Tandem Safety last fall, has been to England and secured the sole United States agency for Messrs. Hillman, Herbert & Cooper, whose goods he intends to push in a manner which their excellence deserves. His line includes a Special Light Roadster, suitable for either sex, a stanch, reliable men's roadster at a low price, a high-grade youth's safety, and the tandem safety, all greatly improved over last year. He will continue to handle the Sparkbrook straight wheel and the Beeston Humber tricycles.

To riders the following, taken from the *C. T. C. Gazette*, on the matter of spring forks, will be of great interest, especially as it comes from an English paper, voluntarily and unexpected: "As bearing upon this matter, we may add that no anti-vibrative frame we have yet seen exceeds in efficiency the one used on the 'Victor' safety—an American invention shown at Harrogate this year. In this the front wheel is mounted in a steel cradle as flexible as whalebone, while a ball bearing is fitted to every joint. It is a pity that the Overman Wheel Co., the makers, do not put it on the English market, or license some of our manufacturers to make it under royalty."

RALPH TEMPLE writes us that after much cogitation he has accepted the managership of the cycle department of the Western Arms and Cartridge Co., of Chicago. Mr. Tom Roe will be associated with Mr. Temple. We wish the combination all success.

To bicyclists it is not necessary to say that anything Joseph Goodman of Hartford takes hold of must succeed. For five months Mr. Goodman has been managing the sale in the United States of Hoop's Lighter, a beautiful little nickle affair which is guaranteed to furnish one thousand lights without replenishing. Mr. Goodman has recently imported a new invoice of these lighters, and can now supply all demands. The success of the lighter has been almost phenomenal. In the five months in which Mr. Goodman has managed the sale, over five thousand have come into use. Mr. Goodman's advertisement will be found in another column.



## Full particulars of the European 'Cycle Tour

Can now be had by addressing

**F. A. ELWELL,**  
152 Pearl street, Portland, Me.



One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. **CUSHMAN & DENISON,**  
144 and 146 Greenwich street, New York.



**LEAGUE HEADQUARTERS:**  
12 Pearl Street, - - - Room 27.  
**ABBOT BASSETT, Secretary.**

### RENEWALS.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond January 1 until that date. Under the Constitution each Division must file on or before April 1, in the office of the Secretary, a certificate stating the amount fixed as its annual dues. Until that time the Secretary cannot be certain regarding the dues and therefore he must refuse to receive any renewals before that date. This notice has been published for many weeks, and yet renewals come in with every mail.

### The L. A. W. Uniform.

Editor BULLETIN: In the BULLETIN for Jan. 19, I discover the fact that a committee composed of at least of two thirds New York men have seen fit to change the official tailors from Wanamaker & Brown of Philadelphia to Browning, King & Co., of New York. At the same time and by this change the price of the uniform is increased from ten to twenty per cent. Several years ago without any competition Browning, King & Co., were appointed tailors to the L. A. W. and the suits furnished were a disgrace to the organization. The quality was bad, the color miserable and the price exorbitant. Then Wanamaker took hold and furnished a good colored suit, and one which held its color, and a cheap one and in so far as the rider is concerned, a perfect fit. And then without any notice which I have been able to find, a committee go to work and burden the members of the L. A. W. with a tailor who in the past has proved inefficient. In addition to this, the notice that the contract is signed, sealed and delivered and goes into effect January 15th, is published in the official organ four days afterward. Such work savors too much of partisanship, and it is a disgrace to the L. A. W. that it should be imposed upon in such a way. There certainly could have been no competition for the position, and there is then absolutely no hold for the L. A. W. to enforce good and true work from Browning, King & Co. A most vigorous protest is entered to such seemingly underhand methods by  
L. A. W. 3248.

### C. V. Richardson a Professional.

Chas. V. Richardson, of Bryan, Ohio, is hereby declared to have forfeited his amateur status. Amateurs are warned against competing with him. This action was taken, after an investigation by Mr. Collister of the Racing Board, acting under Section VI, clause 6, of Article III, League By-laws. Fraternally,  
CHAS. S. DAVOL, Chairman.

### Ohio Appointment.

N. W. Miller is hereby appointed Local Consul at Tiffin, Ohio.  
T. J. KIRKPATRICK,  
Chief Consul.

### Maine Division.

I have appointed the following Local Consuls in this State:  
J. H. Hannaford, 482 Congress street, Portland.  
R. W. E. Milliken, Biddeford.  
J. V. Dennett, Saco.  
Geo. E. Duntton, 21 Chestnut street, Augusta.  
Chas. E. Marston, Waterville.  
F. H. Neal, Fairfield.  
R. T. Patten, Skowhegan.  
F. C. Weston, Bangor.  
Ben. L. Furbish, Brunswick.  
Lucius E. Cobb, Rockland.  
G. E. Priest, Belfast.

DR. G. E. DOW, Chief Consul.

### Treasurer Brewster's Circular.

Treasurer Brewster has sent the following circular to each Chief Consul:

Dear Sir: On the 15th of March last, the Executive Committee of the League issued a circular, a copy of which is herein contained, calling attention to the financial problems facing the organization and urging the different Divisions to come to the relief of the National Body and contribute out of their surplus funds enough money to tide us over the critical period. In response to that call there has been contributed \$523.00. This sum has been contributed by individual members of the L. A. W. in the States named, and no contributions have been made by Divisions, as such, with the exception of Massachusetts, Ohio and Rhode Island. At a subsequent meeting of the Executive Committee, held in New York on the 27th ult., the Treasurer was instructed to again call on the Divisions for contributions and at the same time to submit such information touching our financial embarrassment and the causes that have operated to bring it about, as would give them a correct understanding of the situation.

Below you will find a copy of a letter from the Secretary on the subject which, taken in connection with the circular of March 15th, covers the ground and will enable you to fully comprehend the status of the matter:

BOSTON, MASS., Jan. 9th, 1889.

W. M. BREWSTER, Esq.

Dear Sir: In reply to your letter asking for a statement of the financial condition of the L. A. W., I will state that we are able to pay all our bills January 1st and have a little balance on hand, but our outlook for the next four months is not very encouraging. Had there been no change in the financial year of the organization we should not have to face the problem that now confronts us, but the alteration obliges us to carry along our membership for four months at a time when our income is not equal to the expenses of the organization and we must run behind. Last July we stood free and clear from debt and there was money left in the treasury. Then came the change of rule which gave the lion's share of dues to the Divisions. Between July 1st and January 1st, the share of dues given to the Divisions has amounted to \$1,504.50. Under the old rule they would have had only \$351.12. Thus \$1,153.38 has been gained by the Divisions and lost to the National Treasury. January 1st I have on hand \$705.82. There is due from sundry persons something like \$500 which has been charged off to profit and loss, but which may turn us in something, but we do not make account of it, and the WORLD Co. will within a few weeks pay us \$300. These assets will more than cover the \$942, which I owe to the Divisions, and I shall not have to draw upon the funds in the hands of the Treasurer. My office expenses will not exceed \$275 a month, and this for four months will amount to \$1,100. Taking last year's applications (\$72) as a basis the income of the League during the four months will be \$436. This exceeds what we shall receive in 1889 because these months of 1888 were at the opening of the year when an applicant was paying for nearly a full year's membership. Now these months are at the end of a year when new comers are very scarce. If the Divisions would appropriate a per capita tax of twenty-five cents per member the League would be out of debt and there would be money on hand.

Fraternally,

ABBOT BASSETT,  
Secretary.

The circular called for a contribution of fifty cents per capita, but with what has already been received, we find that a contribution of twenty-five cents per capita on the membership of each Division will enable the organization to pay all its obligations and put it entirely out of debt, with sufficient surplus to carry it along to the beginning of the new League year. Will you kindly bring this matter before your Board of Officers at as early a date as possible, and send us as large a contribution as the condition of your treasury and your own needs will warrant.

Particular attention is called to the increased revenue which the Divisions have been receiving, and will continue to receive, under the new Constitution, which

should be taken into consideration in deciding the amount of your contribution.

All contributions will be promptly acknowledged in the "BULLETIN."

Awaiting your early reply, I am, with fraternal greetings, Yours very truly,

W. M. BREWSTER, Treasurer.

St. Louis, Mo., Jan. 20, 1889.

BOSTON, March 15th, 1888.

Dear Sir: The Executive Committee of the League of American Wheelmen desires to call your attention to the present and prospective financial condition of the organization, and they ask that you will co-operate with them in a measure looking toward a speedy relief from the embarrassment that the League is now under, which is but a continuation of that which has obtained for several years. The members of this Committee feel that the time has come for the taking of heroic measures to place the League financially upon its feet once more, that we may enter upon our work under the new plan of organization fully equipped for our duties. The League will stand very nearly out of debt on the first day of April. The Secretary-Editor assures us that he hopes to be able to pay the Divisions in full on that day, but his hopes are largely grounded on the payment of sums due us from advertising patrons, and he may be unable to do as he may wish to. If he were able to do so, there is still no money on hand to pay bills now in the hands of the Treasurer and these should be met at once. It is just possible that we shall be able to free ourselves from debt very early in April, and stand clear before the world; but if we do this, it will be at the expense of what should be our working capital, and we fear that we shall go in debt before the close of the year. The great bulk of the League's income is derived from the dues of members, and this money is received during the first two months of the year. We have received a little short of \$3000 in the way of dues up to April 1st, and of this sum the National Body gets \$4000. This money will have to be spent in making up the deficits of 1886 and 1887, and all that the League may depend upon for future income will be fifty cents per capita that comes to us. It is fair to suppose that we may get 12,000 members this year, 4000 more than we now have. These 4000 members will give the League a little over two thousand dollars, for the Treasurer will get but fifty cents per member after the new plan is adopted, though until it is adopted the money will be divided as of old. Thus it will be seen that the National organization will have about \$4000 for its expenses for fourteen months, since under the new plan renewals are not due until May, 1889, four months later than usual. This sum is entirely inadequate to the probable demands on the treasury.

The Executive Committee has the choice between two plans: It can instruct the Secretary-Editor to withhold payment to the Divisions of all that is due them, thus making them creditors of the National Body as they were in 1887, or it can call for a popular subscription. The League has been in financial straits quite long enough, and it behooves us to throw off the incubus. We must have money for the work in hand. We have decided that it is much the best plan to make an appeal to members for a popular subscription in our behalf. We ask that you bring this matter to the attention of your Division at once, and confer with the members relative to the best method of aiding us. We ought to have a sum equal to at least fifty cents per capita, and as much larger individual subscriptions as the generosity of donors may dictate. We leave it to your Division to decide whether or not they will vote a sum from the Division treasury or call upon members for donations, or both. Our present income is large enough for our purposes could we have it all, but each year we see it melt away under the burning influences of debts we have inherited from former years.

Any and all sums of money should be sent to our Treasurer, Wm. M. Brewster, 309 Olive street, St. Louis, Mo. Fraternally submitted,

T. J. KIRKPATRICK,  
H. W. HAYES,  
Geo. R. BIDWELL,  
Executive Committee.

### APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objection



able person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list to the following week.

List 170—Total 24—12,048.

BOSTON, Feb. 1, 1889.

#### ILLINOIS DIVISION—4—764.

Unattached.

21304 Dunk, T. H. W., 308 Honore st., Chicago  
21298 Batty, John H., Waverly  
21299 Bradley, M. M., "  
21300 Rogers, Walter B., "

#### KANSAS DIVISION—2—164

Ottawa Wheelmen.

21301 Hamblin, Fred B., Ottawa  
Unattached.  
21302 Mulvey, Jas. O., 703 N. Topeka ave., Wichita

#### MAINE DIVISION—1—145.

Unattached.

21305 Tenney, Maynard A., Brunswick

#### MARYLAND DIVISION—1—469.

Unattached.

21306 Waters, T. Barrie, 1107 McCulloh st., Baltimore

#### MASSACHUSETTS DIVISION—8—1246.

Unattached.

21307 Bowen, Daniel E., Box 2335, Boston  
21293 Nichols, Bela B., Cohasset  
21294 Lane, Chas. M., East Weymouth  
21308 Litchfield, Fred A., "  
21289 Wilder, Edwin M., Hingham  
21309 Litchfield, Samuel A., West Hingham  
21290 Viets, Arthur, 127 Clifton st., Malden  
21295 Swain, T. W., Rockland

#### NEW JERSEY DIVISION—1—744.

Unattached.

21296 Lillie, Chas. M., 31 State st., Newark

#### NEW YORK DIVISION—3—2495.

Yonkers Bi Club.

21311 Kroeber, Carl, 68 Linden st., Yonkers  
21312 Reese, G. Herbert, 211 No. Broadway, "  
Unattached.  
21297 Campbell, John M., 106 East 11th st., New York

#### OHIO DIVISION—2—951.

Fostoria Bi. Club.

21292 Crowlee, J. T., Fostoria  
21291 Van Blaricum, C. A., "

#### PENNSYLVANIA DIVISION—1—1485.

Unattached.

21310 Esterline, H. B., Ebensburg

#### DAKOTA—1—12

Unattached.

21303 Van Vleck, Henry, Mandan

#### OFFICERS FOR 1888—89.

PRESIDENT,

T. J. KIRKPATRICK,  
Springfield, Ohio.

FIRST VICE PRESIDENT,

H. W. HAYES,  
Box 150, Para, Brazil.

SECOND VICE PRESIDENT,

W. S. BULL,  
16 West Eagle street, Buffalo, N. Y.

TREASURER,

W. M. BREWSTER,  
309 Olive Street, St. Louis. Mo

SECRETARY,

ABBOT BASSETT,  
12 Pearl Street, Boston, Mass.

#### Standing Committees. Executive and Finance.

T. J. Kirkpatrick.....Springfield, O.  
H. W. Hayes.....Para, Brazil.  
W. S. Bull.....Buffalo, N. Y.

#### Membership.

G. Carleton Brown.....Elizabeth, N. J.  
Frank C. Blodgett.....Detroit, Mich.  
Alfred Ely.....Cleveland, O.

#### Rights and Privileges.

Chas. H. Luscomb.....280 Broadway, N. Y.  
J. S. Dean.....care *Bicycling World*, Boston, Mass.  
A. Moore Berry.....421 Olive street, St. Louis, Mo

#### Rules and Regulations.

Dr. Wm. H. Emery 1177 Tremont street, Boston, Mass.  
W. W. Share.....P. O. Box 22, Brooklyn, N. Y.  
Henry Crowther.....P. O. Box 1582, Philadelphia, Pa

### Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find \$ for initiation fee and dues in the League of American Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed,.....

Club,..... P. O. Address,.....

References:..... City.....

State,.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is \$1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance.

If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose \$1.50 with the application, after that date, and until April 30, 1889, enclose \$1.25.

## Second-Hand Wheels,

Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand wheels. Prices on all wheels guaranteed as low as the lowest.

ROUSE, HAZARD & CO, 9 G St., Peoria, Ill.

Successors to GEO. W. ROUSE & SON.



## Bicycles on Easy Payments.

Victor, Springfield Roadster, New Rapid, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from \$6.40 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.

Successors to GEO. W. ROUSE & SON.

USED by all WHEELMEN on the road and path.



Hoop's  
Lighter.

(Imported.)

Ever ready in wind or rain. Every smoker should have one. Cheaper than matches. Price by mail, 25 cents.

Special terms to the Trade.

JOSEPH GOODMAN,

Box No. 14.

Hartford, Conn.

New "ACME" BICYCLES  
Rubber Tires.  
Factory Price. Our Price.  
22 in... \$60 00... \$36 00  
24 in... 55 00... 33 00  
26 in... 50 00... 30 00  
28 in... 45 00... 27 00  
30 in... 40 00... 24 00  
32 in... 35 00... 21 00



SAFETY BICYCLES  
SEND FOR CATALOGUE.  
Small Boys' 20 in wheels, with parallel bearings... \$16 00  
Large Boys' 24 in. with brake and mud guards... 28 00  
Ladies' or Men's 28 in. ball bearings to both wheels... 60 00  
Ladies' or Men's 30 in. ball bearings ALL OVER... 75 00  
ST. LOUIS, MO. E. C. MEACHAM ARMS CO.



# THE PREMIER POSITION

Is naturally held by Messrs. Hillman, Herbert & Cooper's beautiful Cycles. We are sole United States representatives of the **PREMIERS**. If you are interested in Safety Bicycles [and who is not?] we shall be glad to send you particulars of the finest line of single and tandem Safeties in the market. Are you looking up a new mount for yourself, or a quick selling line for your customers? It will pay you to write us in either case. Delivery March 1st. In the meantime, what? Bargains, your price, any price. We must have the room

**LLEWELLYN H. JOHNSON,**

401 and 403 Main Street,

ORANGE, N. J.

## SINGER CYCLES

VALUABLE NOVELTIES FOR 1889.



**LARGEST**

**MAKERS**

\* IN THE WORLD \*

**WITHOUT**

**EXCEPTION.**



Catalogues will be ready in a few days.

(Singer's Mounted Band.)

**SINGER & CO.,** Manufacturers and Importers,

6 and 8 Berkeley St.,

BOSTON, MASS.



About the Columbia Light Roadster Safety. It is new this season. Not untried by any means. Its excellence is the result of the thorough tests of the Columbia experimental rooms, where merciless inspectors try each part, and then the parts all together. Every inch a Columbia. We say it is the best Safety ever produced. A strong statement, but no stronger than the strength of the machine. All about it in the new Columbia Catalogue for '89, which, by the way, is the most comprehensive cycling catalogue published. It is free to everybody. Pope Mfg. Co., Boston, New York, Chicago.



 **BICYCLING WORLD**  
**& BULLETIN.**   
DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.  
5 cents a copy.

BOSTON, 8 FEBRUARY, 1889.

Volume XVIII.  
Number 15.

ROBERT RODES,

Real Estate Agent.

LOANS NEGOTIATED.

Nashville, Tenn.

28 COLE BUILDING.

Jany, 30th, 1889.

Overman Wheel Co.,

Boston, Mass.

Gentlemen:

I noticed in the Bi. World of Jany. 23th a cut of New Mail riders, purporting to be all members of the Nashville Bi. Club, but in justice to the "Victor," I will state that there are twenty-four members in the club; ten of whom ride Victors, including the President, Sec. and Treasr., and only two ride New Mails.

Very truly yours,

ROBT. RODES,  
Presd. Nashville Bi. Club.



# THE ENGLISH PREMIER,

Lord Salisbury, is not more widely known or more highly esteemed than the PREMIER SAFETY BICYCLES. There are Riders and Riders. A. is a medium-weight, wants a Light Safety, to ride himself, out of business hours, and for his wife to use at other times. "B. is a Bachelor," a heavy rider, who wants a Sound, thoroughly reliable Safety for pleasure or business purposes, at a figure that will not stretch his pocket to the tune of \$135.00. C., wiser than either, wishing to share the joys of Cycling with his wife or sister, desires a Strong Tandem Safety. [Mem.—A Tandem Bicycle that is not Strong enough to resist indefinitely the tremendous strains to which that class of Machine is subjected, is NOT a Tandem SAFETY.] D. is a vigorous Youngster, outgrowing a straight wheel every season. Paterfamilias decides to get him a first-class Safety, adjustable for many years' growth, and durable enough to withstand many years' use. What can we do for these Inquirers? A. buys a SPECIAL PREMIER, the finest "Compromise" Safety ever built, weighing 46 pounds. B. takes our POPULAR -PREMIER, a splendid Roadster, with balls all around, 7-8-inch rubbers, hollow forks and diamond frame, putting \$30.00 in the bank towards a Premier Tandem, when the right girl turns up. C. buys a PREMIER TANDEM SAFETY, and is surprised to find what pleasure it is to ride it alone, when Mrs. C. is otherwise engaged. D. invests in a YOUTH'S PREMIER SAFETY, thereby closing a leak in his exchequer for a number of years. We shall be happy to furnish Riders and Dealers with full particulars of these Wheels on application.

**LLEWELLYN H. JOHNSON,**

401 and 403 Main Street,

ORANGE, N. J.

**NEW SAFETIES**

**FOR 1889.**

"COURIER,"

"WANDERER,"

"GYPSY" and

"LITTLE JEWEL."

"COURIER,"

\$75.00.

FOR MEN.

"Gypsy,"

\$60.00.

For Ladies.

"WANDERER,"

\$35.00.

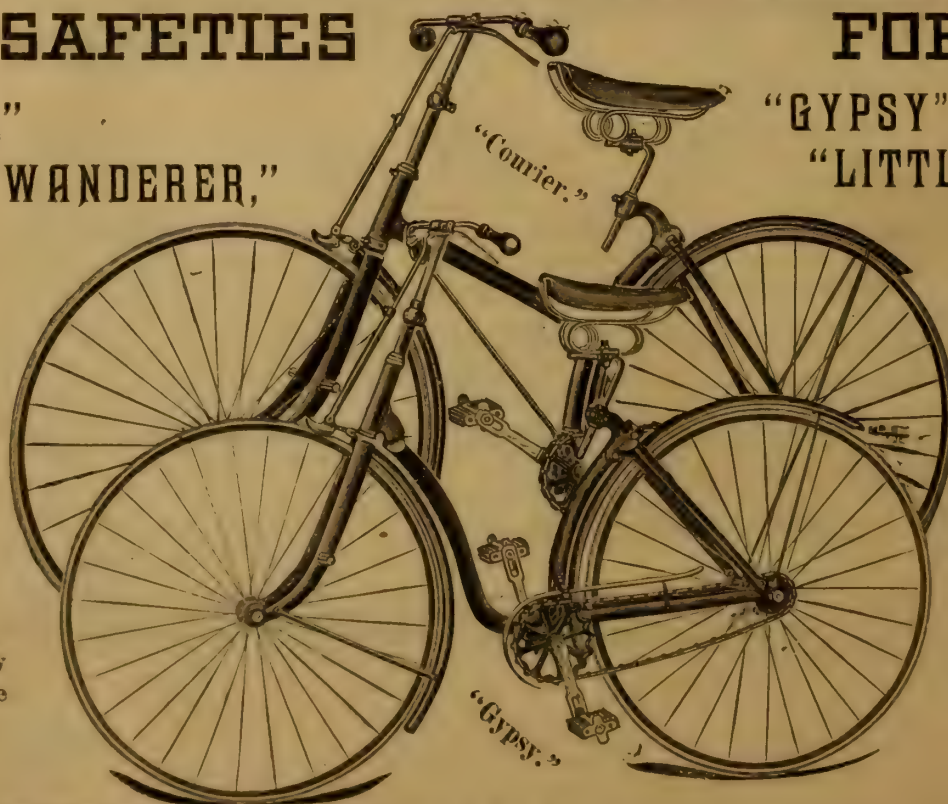
FOR YOUTHS.

Little Jewel,"

\$25.00.

For Boys & Girls.

Don't buy a Safety  
until you have  
seen ours.



They have all the  
latest improve-  
ments, and are  
unequalled.

**HIBBARD, SPENCER, BARTLETT & CO. (Wholesale Only) Chicago, Ills.**

SEND FOR FEBRUARY CATALOGUE.



**SPECIAL.**

All Advertisements in this Department 20 cents a line.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.

**EUREKA HOME TRAINER** and Bicycle Stand.  
Write for particulars. M. A. WOODBURY,  
Bradford, Pa.

**WANTED**—A CYCLE MECHANIC, who understands the business in all its branches, and who can take full charge of a large repair shop. Good wages, steady employment. **THE CLARK CYCLE CO.**, Baltimore, Md.

**L. A. W. BADGES,**

For Gold Pins of the Official  
Design, send direct to

**CHAS. H. LAMSON,**

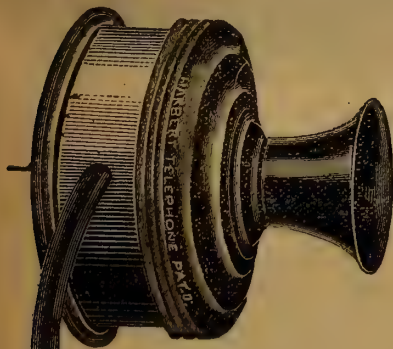
177 Middle Street,  
Portland, Me.

Patented. Price, \$3.50, \$5.00, \$7.00 and \$8.00, according to finish. **Diamond Badges** \$15 to \$50 for the larger pins, and \$10 to \$30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

**LAMSON'S LUGGAGE CARRIER**, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. **C. H. LAMSON**, Portland, Me.

**SALESMEN**

We wish a few men to sell our goods by sample to the wholesale and retail trade. Largest manufacturers in our line. Exclusive positions. No postals answered. Money advanced for wages, advertising, etc. Centennial Manufacturing Co., Cincinnati, Ohio.

**PRIVATE LINE TELEPHONES.**

Improved Automatic Telephones.  
Pat. Nov. 30, 1880, and June 21, 1881.

For use between Office, Store, Residence or Factory. Cheaper than Speaking-tubes throughout a building. These new instruments (see above cut) are emphatically superior to all others for lines within a mile.

They embody all latest improvements, work splendidly in all kinds of weather, and are great favorites with business men.

Price Per Set, \$7.50.

Over 2000 in practical operation in this city. Send for illustrated circular and testimonials. Address

**EDW. E. HARBERT & CO.**

Dealers in Telephone and Electric Supplies of Every Description.  
159 Le Salle Street, Chicago, Ill.

Full particulars of the

**European 'Cycle Tour**

Can now be had by addressing

F. A. ELWELL,  
152 Pearl street, Portland, Me.

**EXCELSIOR FLANGE and SKATE COMBINATION,**

For All Kind Cycles.

Patented Oct. 2, 1888.

Superior to Toboggan, Roller or Ice Skating  
Great Speed and Perfect Safety

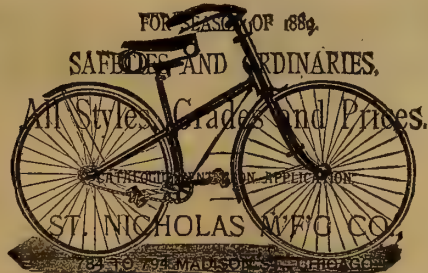
—ON THE—

ROAD AND ICE.

**OHIO CYCLE SUPPLY CO.,**

NEW KNOXVILLE, O.

Mention this paper.

**Bicycles, Tricycles, Tandems and Safeties.****SHOP WORN and SECOND-HAND.**

All makes, selling without regard to market value, to make room for a large stock of 1889 patterns of Singer Cycles. Make your own price, cash or instalments. All goods guaranteed as represented. Call or send for description.

Most Complete Repair Shop in the City.

**SINGER & CO.,**

6 and 8 Berkeley St.,

(Odd Fellows' Building.)

BOSTON,

MASS

SEND POSTAL TO

**HOWARD A. SMITH & CO.,**  
Newark, N. J., for their '89 Catalog. Old list cancelled.

**FOR SALE OR EXCHANGE.**

In this Department, 15 cents a line. Cash must accompany the order.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.

**FOR SALE**—Lady's Ivel Tricycle; new last September; used but little; in perfect condition; weight about 55 lbs.; lightest and easiest running ladies' machine made; balls all around. Can be ridden by gentlemen. D. W. BARKER, 112 St. Felix st., Brooklyn, N. Y.

**WANTED**—50-inch '88 Expert Columbia cheap for cash. HERMAN PROX, Sr., 500 Main st., Terre Haute, Ind.

**EXCHANGE**—Fine Watch; nickel movement; stem wind, etc.; good timepiece; stop and fly back; minute recorder; Dueber's patent gold filled case, with guarantee. Can time yourself without removing from the pocket. Will exchange for modern tandem trike if in A1 condition. JOHN A. FLICK, Bedford, Ohio.

**ONE COLUMBIA TANDEM**; slightly shopworn; absolutely good as new; never been on the road; for sale at \$195.00. Call or address HOWARD A. SMITH & CO., Newark, N. J.

**VICTOR SAFETY**, '88 pattern, in excellent condition, for sale cheap. O. BARTEL, 360 Broadway, New York.

**WANTED**—An experienced wheel builder at once. Must be a rapid workman. INDIANA BICYCLE MFG. CO., Indianapolis, Ind.

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the L. A. W.

PRICE LIST **L. A. W. UNIFORMS.**

COAT, \$8.25. BREECHES, \$5.50.

Cloth, \$2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

**JOHN HARRIOTT,**

MANUFACTURER OF

Bicycle and Athletic Medals,  
**CLUB PINS & BADGES,**

DESIGNS ON APPLICATION.

3 Winter Street, Boston, Mass.

**PUNNETT,** Merchant Tailor  
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98 & 100 West Ave., Rochester, N. Y.

Use Punnett's Jersey Cloth Garments, and you will always be neatly and comfortably dressed. Club Uniforms a specialty.

Be sure and send for Samples and Blanks.



# The Springfield Roadster Bicycles

**Hold the World's Records.**

|       |                                         |      |
|-------|-----------------------------------------|------|
| No. 1 | Wheel, plain and cone-bearing, 50-inch, | \$75 |
| No. 2 | " ball-bearing, 50-inch, - - -          | 100  |
| No. 3 | " plain and cone-bearing, 46-inch,      | 75   |
| No. 4 | " ball-bearing, 46-inch, - - -          | 100  |
| No. 5 | " ball-bearing, 50-inch, - - -          | 110  |

This wheel has tangent spokes and hollow rim.

|       |                                     |     |
|-------|-------------------------------------|-----|
| No. 6 | Wheel, ball-bearing, 46-inch, - - - | 110 |
|-------|-------------------------------------|-----|

This wheel has tangent spokes and hollow rim.

|       |                                                                       |     |
|-------|-----------------------------------------------------------------------|-----|
| No. 7 | Volant Safety, 31 and 30-inch diameter<br>wheels, ball-bearing, - - - | 115 |
|-------|-----------------------------------------------------------------------|-----|

Speed,

Safety,

1889

Catalogue Now Ready.

Sent Free.

Beauty,

Durability.

**SPRINGFIELD BICYCLE MFG. CO.,**

178 Columbus Avenue, BOSTON, MASS.

Headers Impossible.

Best Hill-Climbers.

## **AN UNSOLICITED TESTIMONIAL.**

MESSRS. WM. READ & SONS, BOSTON.

Gentlemen—Will you kindly put my name down for one of the first copies of your new Catalogue, describing your New Mail Safety. I am anxious to see what I am sure will be the height of mechanical art, judging from the perfection of your "New Mail" bicycle. I have ridden one of the latter, bought of you, through thick and thin for two years, and I know I can depend on it every time. Graceful in outline, rigid, yet elastic as whalebone, its Ball Head firm as a rock, yet sensitive to every touch as the mouth of a high-bred horse, every ounce of metal put where it will do the most good, it seems as though in it the skill of the bicycle builder had culminated, and that if further improvement is to be, it must be in other designs as yet undreamed of, or in other materials, whose nature is perhaps hinted at in the metal aluminum. Very respectfully,

CHARLES L. PALMER,  
Albany, N. Y.

Jan. 22, 1889.

**MORAL--Do Thou Likewise.**





Published Every Friday

— BY —

**THE BICYCLING WORLD COMPANY,**

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

## TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the *Bicycling World Co.*

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

## EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 8 FEBRUARY, 1889.

ADVERTISERS will bear in mind that we intend to get out a mammoth edition some time during the month of March. It is our intention to make it the finest and most extensive of any single edition ever published by any cycling paper in this or any other country.

NEW YORK wheelmen will be pleased to read in another column the correspondence between Mr. E. J. Shriver and the Hon. J. H. Robb, on the question of the condition of West 72d street, New York. Pennsylvanians will also be gratified to notice that Gov. Beaver of that State has received official recognition at the hands of the Associated Cycling Clubs of Philadelphia.

THE Scottish *Cyclist* has discovered a gentleman by the name of J. B. Dalzell, son of Gavin Dalzell deceased, who claims he has positive proof that his father was the first man to apply the principal of cranks to a velocipede. The date was sometime in 1845. *Bicycling News* says:

"As regards the machine itself, visitors to the Bishop's Palace in the Glasgow Exhibition will remember seeing an ancient wooden structure on view, labelled 'the first bicycle.' This was of bone-shaker appearance, the rear wheel, which was the larger of the two, being the driver, by means of long levers attached to roughly-made pedals."

It seems from the above that Mr. Dalzell's was not only the first to claim the idea of a crank but he produced the crude idea of the present rear driver.

NOT a week passes now but we receive papers, from different parts of the country, containing editorials and letters setting forth the great advantage to be derived from the improvement of highways, and more intelligent methods of securing this desideratum. We must not, however, deceive ourselves with the thought that enough has been accomplished. On the contrary, we must appreciate that the work has but just begun. Discussion has been

started and agitation has been set on foot, but in order to bring about results we must never swerve from the determination to keep the ball in motion. Relaxed effort at this time means disaster and a condition of things even worse than before, because the discouragement of "Failure" will be a fatal stumbling block to future effort and movement.

To those gentlemen (whether cyclists or not) who are devoting their best energies to the end that the roads of the future in this country be an honor instead of a disgrace to our vaunted civilization, we extend words of encouragement and grateful recognition, with an earnest appeal to them to persevere. Their example should be a stimulant to the luke-warm and apathetic. A grander cause on which to exert your influence cannot be named. A year ago the question was practically somnolent, but by active tickling it is now very much awake. Let every well wisher of the "Good Work" see that the Road Improvement question enter into the politics of his State, county, city, town and village. Let candidates for offices that may control or influence the highway maintenance, place themselves on record as being for or against road improvements. Let the battle cry of the friends of a better condition of highways be "cash taxes, skilled labor, intelligent and scientific supervision!" Let the "Good Work" go on to a final and successful consummation.

## WOMEN, BICYCLES AND DOCTORS.

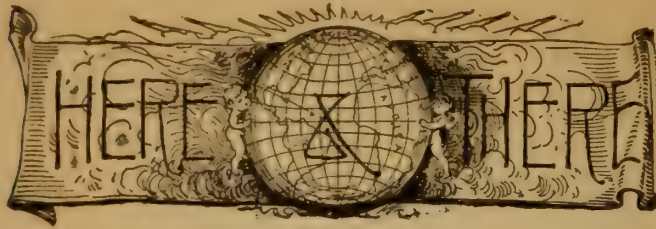
BEING a member of the L. A. W. I naturally see the *WORLD* every week, and I have beside me a copy of your newsy paper, in which I notice an article on "why a woman should ride." I agree with the writer, in that the ladies should ride, and from my own experience I have found it improves my "health and complexion" very much. I have only been riding since last June, but I am stronger now, and enjoy living much better than I ever did before that time. The pains and the doctors have both gone, where I don't know and care less, so long as they have gone and so long as I still have my bicycle and can take my ride every day. It seems to give me life and I feel the life-giving exhilaration born of this splendid exercise, after I take a five-mile run around the city, or perchance the country. It is such sport to leave far behind fast trotting horses and men and women who are obliged to take the street car every place they go. And what could be more amusing than to see some or all in a car rush to that side to see a "lady riding a bicycle." I sometimes get just a trifle angry when I hear some old feminine fuss and feathers say, "oh, isn't that disgraceful to see a woman riding a man's bicycle!" They, I suppose, never read the papers, as they would scarcely ever have time after working, worrying and scolding their husbands (if they are lucky enough to have one). If they could just for an hour have the pleasure of riding as I do, I think the cross, fretful and worrying fits would be few and far between. I could not do without my bicycle now. Sometimes when I have been out I come home laughing, and as I trot my five-year-old baby on my knee, she sometimes says, "what's happened that's so funny? tell me," and as I take her little hands and we fly round the room together, I feel that no woman on earth is as happy as I. Even after riding ten miles I do not feel tired, but come home feeling better than when I started. My husband is very much pleased that I ride, and here I will mention that the advantage in having a lady's safety is that either can ride. I actually think sometimes that my bicycle is keeping me too young in actions, and that I am not growing old gracefully as I ought to.

I have a boy with big brown eyes, who said to me the other day, "Mamma, you don't seem like my mother, I guess I'll call you my *chum*." Now I don't want anyone to infer from this that I am one of those strong-minded women that want to vote, and keep the men in petticoats. Oh no indeed, I am very well satisfied to let the men run this government as it is or as it will be, after March next.

GRACE E. S.

THE preliminary trials of Boynton's bicycle locomotive at Portland, Me., last week were an undoubted success. A great many railroad men were on hand to pooh! pooh! the affair and see it fail, but they had to acknowledge that there was "something in it." Further extended experiments are to be made, and if the one half is realized that is claimed it will revolutionize the railroad business of the country. Among the claims are that a speed of 100 miles an hour can be maintained at same cost of power and as easily and safely as 40 now. Single track roads can be converted into double track roads at a maximum cost of \$3000 per mile. In wear and tear the saving is from ten to twenty per cent.





## CHICAGO.

## THE "STROLLER."

THE E. C. C. boys are not to be put in the shade by their city brethren, and card parties, dances, oyster suppers, etc., follow each other in rapid succession. Several sleighing parties have been projected but all in vain, on account of the absence of the "beautiful." I am still in hopes that the Englewood Bicycle Club may yet consolidate with the Chicagos, and am inclined to blame that "Recruiting Committee" of the Chicagos because it has not already been accomplished. Suppose you stir up that committee a little, President Skinkle.

THE Illinois Club gave a last convulsive shudder over Wilson a few weeks ago, all on account of some enthusiastic members proposing him for an honorary membership in the club. The night of the election, the club rooms were crowded, and speeches were made for and against. Finally things became so warm that President Sloan had to use a gavel continuously, to preserve the necessary order and decorum of the club. The ballot was against Francis, and two of his supporters immediately resigned from the club. Francis and Pauline have certainly made things lively in cycling circles during their stay here.

THE annual ball of the Illinois Club was a success, as usual. Eighty couples were there, and made merry until the end of a most delightful programme.

WHAT do some of our Eastern clubs think of the following mileage record made by the Illinois Club the past season. The number of miles ridden by thirty-seven of their members makes a record of over 85,000. John Mason heads the list with 7002 miles. Thirty-three century runs were made, twenty-one of which were by John Mason. Mason also made a twenty-four-hour record of 277 miles, and Frank Riggs one of 240 miles. Tom Roe, of the Chicagos, holds the record in Chicago for mileage the past season, his cyclometer showing 8009 miles to his credit from April 1st to Nov. 1st.

THE Douglas Cycling Club gave another of their *unique* but enjoyable balls Saturday evening last. It was a masquerade, and was a "howling success," as Davis would say. Financially it heads the list for the season.

LUMSDEN and Riggs had a little experience in a walking match at the Casino gymnasium last week, and now both of them say that racing on the pike beats walking by a large majority.

THE latest in the Lumsden-Stone races is that it is almost agreed upon as follows: One mile here in Chicago about the middle of May; three miles at St. Louis a week later; and the third to be a road race at Crawfordsville, Ind., distance from ten to twenty miles. The "Prof.," as Brewster calls him, insists on one road race at least, and Lumsden good naturedly agreed to this.

THE Chicagos held what they were pleased to call an inaugural reception, in honor of their newly elected officers, Thursday evening last. It was a full dress affair, and their charming club house was crowded to its utmost capacity. An elegant supper was served by Kinsley, and dancing was kept up until the wee small hours began to grow large. One hundred couples were present.

SAM MILES is working tooth and toe nail to make our tournament next May a complete success. All the dealers here seem to be greatly interested in it. All the financial aid necessary has been promised. The clubs have all taken hold of it enthusiastically, and everything indicates that it will be one of the most successful tournaments of the kind ever held. Miles is determined to win the title of the "Ducker of the West." Success to you, Sam.

THE *Aeolus* Cycling Club give their annual masquerade ball Feb. 22d. They are also on the lookout for more commodious quarters, having outgrown their present club house.

THE Pastimes are also compelled to seek new quarters, being crowded for room in their present club house. Their membership is now nearly 150.

THE Lincoln's next reception will take place Feb. 14th. They have also changed, or added on to, their name, and propose to call

themselves in the future the "Lincoln Cycling, Athletic and Social Club." I have not been informed as to whether this name is to be parted in the middle or not.

## SYRACUSE.

## "SALINA."

CARL G. WHITE, an ex-President of the Cycling Club, returned recently from a trip to Washington. He speaks very fondly of the beautiful streets, and says the wheelmen of Washington are "blooming clever." Mr. White, while on his wheel one day, rang the Hon. Jas. G. Blaine off the walk. "The Hon. J. G. shied out beautifully," according to Carl.

OUR quartette will soon begin active rehearsals, and several new pieces will be added to their repertoire. There are certainly some good voices among us, and we intend to have a quartette soon that the boys will be proud of.

THIRTY men paid their little fifty cents to doorman G. Howard Avery, and were ushered into the spacious parlors of Mr. Ed. I. Rice's home last Wednesday evening, Jan. 30. The occasion was a sleight-of-hand performance given by Mr. Rice, for the benefit of the "billiard fund." At 8.20 Mr. Rice appeared before the curtain and introduced the "justly celebrated banjo quartette from Dock-stader's Broadway Minstrels." Upon the rise of the curtain we saw four colored gentlemen in full dress, with the regulation red lips, big collars and flashy scarfs. Upon close examination they were found to be Messrs. Wood, West, Cherry and Curran. Their music was very satisfactory. Mr. Rice then proceeded with his tricks, which, by the by, were numerous and splendidly performed. His box trick was received with a storm of applause, as was the Egyptian head, and the pillory. Mr. Rice was ably seconded by "Wes" Yale. During the intermissions Tom Lunn whistled in his own admirable style; Fred Brigham sang, as only Fred can; the quartette "quarted;" "Brudder Cherry" made a stump speech; Percy Morgan recited, and everyone lent a helping hand to the entertainment. Refreshments and cigars followed, and a general good time was had. Mr. Rice's charming better half and his father and mother did much for the enjoyment of the company.

## PENNSYLVANIA.

## "ARIEL."

Do you know, Mr. Editor, you will get me disliked if you do not let my news of club elections see daylight in your columns. I sent you the election lists of the Camden Wheelmen, Century and South End Clubs, and have had to take it from the various members ever since because they did not appear. Allow me to set myself straight with them by shouldering the blame on the WORLD.

[We accept the responsibility and the blame. About one year since we announced that we would have to cease printing names of officers elected as a rule, as we could easily fill two pages each week of names alone. We doubt if this would prove of much interest to our readers and so we shut down.—ED.]

LANCASTER had a very handsome ball and reception on Thursday evening, given by the Lancaster Bicycle Club, in Eshleman's Hall. The attendance was large, a number of wheelmen from Reading and other places being in attendance, and the affair was a great success.

THE correspondent from New Haven hit the nail on the head when he sat upon "Star" as regards the League cap. A cap is for utility, not show, and the dropped visor is the only one that shields the eyes. However, brewery wagons are not as common in the streets of New Haven and Philadelphia as in Cincinnati, and if the drivers in Porkopolis use the L. A. W. caps, I would suggest that "Star" obtain an injunction, restraining them for doing so.

THE Mount Vernon Wheelmen are about removing to new quarters in the same locality as their present house, their rapidly increasing membership—now upwards of fifty—demanding more room. On the evening of Feb. 21st they will have a theatre party at the Grand Opera House, the proceeds to go toward furnishing the new house. The attraction will be the Boston Ideal Opera Company, and the opera will be "Martha," if it can be arranged.

THE South End Wheelmen paid a friendly visit to the club house of the Mount Vernon Wheelmen on Saturday evening returning the recent visit of the latter, and had a jolly good time. Our clubs are becoming quite sociable and it has an excellent effect. The South End gave another of their dancing parties on Thursday night, which was attended by about twenty-eight couples, the majority of whom were in full dress. With an orchestra in attendance, they danced to a late hour, supper coming in as an intermission. Quite a number of applications for associate membership have been induced by these dances of the club. The next sociable comes off on the evening of St. Valentine's Day.

MONDAY night the mock trial of the defendants in the suit for in-



fringement of the club rules at the recent housewarming of the South End Wheelmen came off, and although it was held with closed doors—no reporters being admitted—yet enough transpired to show that it was a great—a howling—success. Although ably defended by his lawyers (Messrs. Jackson, Kirkbride, Kolb and Roberts represented the legal lights) one unhappy wight was found guilty, upon his own testimony, and duly sentenced by His Honor, Judge Taylor. If the “club cat” could only have testified (it had been subpoenaed, but failed to materialize) every man indicted would have paid his little fine—so I’m told!

SEVENTEEN thousand dollars is a nice little sum of money, but that figure is what the new club house of the Century Wheelmen, No. 1606 North Broad street, is to stand them. They have truly got a magnificent property, which even as an investment must prove profitable, and once fairly housed in their new quarters, they will see an immediate result in increasing membership, particularly of the associate class, if they are wise enough to bid for it. The last of the money paid on account of the purchase was handed over last week. The new property is a handsome brown stone and brick front, with a twenty-five foot frontage on Broad street and a lot running back two hundred feet to Carlisle.

MESSRS. E. P. HAYDEN, W. T. NORRIS, YATES PENNIMAN, ALBERT MOTT, W. H. BEATTY, S. T. LINTON and H. E. BROWN of the Maryland Bicycle Club, are registered to the Collonade Hotel, and last evening they paid a visit to the house of the Philadelphia Bicycle Club. The relations between these two clubs have always been particularly pleasant. Mr. Charles T. Stran, an ex-member of the Maryland Club, and one of the early League representatives, was also in town for a day last week on business. Mr. Stran, with Mr. Osborne of this city, one of the old P. W. and B. tourists, the recollections of whose delightful trip are yet green in the memories of the participants. Mr. Stran’s stalwart brother-in-law, Dr. Lindley, has just returned from a sojourn in the European hospitals and as he is one of the most popular of Baltimoreans, it is determined to make him an advocate of the wheel in his daily practice.

#### ST. LOUIS.

##### “LINNEUS.”

THE social season has been an extremely lively one here thus far, smokers and parties following one another in rapid succession. One of the most successful, if not the best affair of this kind, was the musicale and athletic entertainment given by the Cycle Club on Jan. 26, at which the major portion of the active members of the Missouri B. C. were present by invitation. The musicale opened with a piano solo by Jno. S. Richards. Mr. Wilson then sang a song, which was followed by a duet on the guitar and banjo by Messrs. Eaches and Sweringen. Will Harding opened the athletic part of the programme with an artistic exhibition of club swinging. This was followed by a set-to between Snyder and Sanders. By request Messrs. Hinchman and Waterhouse here gave a selection on the guitar and banjo, which was succeeded with a piano solo by G. A. Summers. An adjournment was then made to the gymnasium, where an elegant supper was served. After supper the guests were treated to a beautiful exhibition of the manly art by Messrs. Morris and Victor, of the Cribb Club, the champion amateur sparrers of the city. Hy Groffman and a quartette of singers were then introduced, and entertained those present with a fine rendition of songs to a late hour. Mr. Avles gave a laughable sketch and also recited a scene from the Merchant of Venice with telling effect. Taken altogether this entertainment was the best one I ever attended and the programme was varied, so that all were interested and staid until the wee small hours to see it out. It is an open question if a better Entertainment Committee than the present one, which consists of Messrs. Jordan, Snyder and Barnard, could ever be gotten together.

JACK HOLDEN, Captain of the Cycle Club foot ball team, left for Eureka Springs on Friday to take charge of the office of the Eureka Springs Hotel.

CONSUL HALE, of Unionville, writes me that he had a sorrowful experience at the big fire in his town, he losing his machine and all the accessories, in the conflagration.

ONE of the most ardent advocates for road improvement in this State is Mr. Walter Williams, editor of the Booneville Advertiser. Almost daily his paper publishes an article on this subject, and is awakening a wide-spread interest in the matter. Mr. Williams is an enthusiastic wheelman and a member of the L. A. W.

J. B. GLOVER, M. T. B. (member of the Touring Board), writes that Joplin expects to have fully sixty riders next year. They now have thirty-seven active riders, among whom are six lady cyclists. This is the only town in the State, to my knowledge, that has any lady riders. A large proportion of Joplin’s wheelmen are League members, and it should not surprise me to see her become the

second city in the State as regards the largest number of League members.

SOMETHING ought to be done to encourage League recruiting in this State, as no applications have been sent in for over a month. St. Louis has, in the Chief Consul, Vice Consul and Secretary-Treasurer, the three main officers of the Division, still nothing is done to augment the membership that amounts to anything. St. Louis, Kansas City and St. Joe each have a large number of riders that ought to be in the fold. Get to work, gentlemen, and see if we cannot have 400 members by March or April.

LOCAL cyclers are taking to foot ball in great shape, and the past two Sundays were devoted to playing games with the Missouri Amateur Athletic Club, the crack organization of the city. In the first game the cyclists showed a little nervousness, but as they became more familiar with the rules staid down to work and gave the athletes all they could do to down them. It would be a good thing for St. Louis if the intermingling of these athletic interests resulted in the building of a good track for cycle and foot races.

WHEN the subject of forming a stock company to handle and repair cycles was first broached last summer the local riders went wild over it, and all thought it to be the best scheme yet devised to boom wheeling in this town. Since then two meetings have been held, representatives of manufacturers have been spoken to, but nothing resulted therefrom. It seems to me that there is no reason why a scheme of this kind should not succeed and if it received the backing of a prominent manufacturer would prove a success from the start.

IN the Stone-Lumsden matter I am advised that the races have at last been arranged and papers have been sent to Stone for his acceptance. The proposition is to race one and five miles on the track and twenty miles on the road; one of the races to be held at Chicago, one at St. Louis, and the third, if necessary, at Crawfordsville, Ind. The first race will take place about the middle of May, and the others at intervals of about one week. As Stone rides a Victor and Lumsden a Columbia it would be a good idea if the participants rode regular stock road wheels in these races.

#### BALTIMORE.

##### “NORVAL.”

THE mild weather in Baltimore this winter has been of great advantage to the wheelman, and in my recollection has never been known before. Every fine afternoon a large number of cyclers can be seen on the turnpikes and roads leading from the city, while on Sunday the number of riders is multitude.

FRIDAY night dances at the Baltimore Club are a duration.

HARRY G. TYLER, of Norfolk, Va., but recently prominent in the Baltimore Club, spent last Sunday in this city.

THE supposed consolidation of the Baltimore and Rambler Clubs is found out to be false, and it is reported that the Rambler Club will exist.

LAST Saturday a party of about fifteen or twenty members of the Maryland Club left for Philadelphia on a visit to the Pennsylvania Club of that city.

THE Baltimore Club has decided that C. Breckenridge, who claims to have ridden something in the neighborhood of 6000 miles last year, cannot have the long-distance medal without a legal fight for it. The reason for this decision is that Breckenridge did not comply with conditions, and that there is a lurking suspicion that he did not ride as many miles as he said he did. It is suspected that he claims to have done most of his riding in Druid Hill Park, and the roads therein don’t show that much wear and tear.

A SPECIAL meeting of the Board of Officers of the Division was held at the Maryland Bicycle Club house last Friday night. Several subjects were discussed, among them the advisability of sending delegates to the meeting of the National Board of Officers, and a recently received circular from Treasurer W. M. Brewster soliciting financial aid to tide the national body over the period when, owing to the change of time for renewal of membership, it will be without income. The appointment of a committee was authorized, which will act with Postmaster Brown in preparing to make bicycle races a feature of the fair to be held at Pimlico in September. The road book matter was also discussed. It is almost certain that the one which Mr. Kirkwood is getting up will be adopted, and it is desired to have it ready for delivery April 1. Mr. Kirkwood says that he can do his part of the work in two or three weeks, but that the assistance which he must depend upon—the local Consuls throughout the State—is not being given as promptly as could be wished. Those who have been written to by the committee on the subject will benefit the entire Division by pushing the work as rapidly as possible. The District of Columbia Division will be asked to join the Maryland Division in adopting as official the book which Mr. Kirkwood is getting up.



## BUFFALO.

## "MERCURY."

THERE may be an unusually large number of ordinaries changed for safeties this year, and then again there may not be; for this reason. Local cycle agents are rather reluctant in allowing even a reasonable price for an ordinary; and if this feeling continues until spring (and it will continue if the calls for ordinaries do not increase) the number of "big" wheels changed for safeties will be small. A well-known agent, in answer to my inquiries, said: "No sir, I'm not stocking my warerooms with second-hand ordinaries for the mere pleasure of keeping them. It is my opinion that there will be very few ordinaries sold this year, whilst there will be a constant call for safeties for the next two years, when the ordinary will again regain its hold, and then the two styles will sell about alike." "Will there be many exchanges for the safety?" "Well, yes, if wheelmen are foolish enough to accept what we offer them for ordinaries, but if the outlook for ordinaries should grow brighter I may be able to make a reasonable trade with some."

THE members of the Ramblers' Bicycle Club will be called upon to decide a question of utmost importance to the club, viz., "is it advantageous to the club to remain a League club?" I regret to say that there are some members, happily in the minority, who think the club has not received the recognition from the League it is entitled to. This may be true in some respects, but they should take in consideration the fact that the Ramblers of to-day and the Ramblers of a year ago are as different as man and boy. The growth of the club the past year has been remarkable, and, if appearances don't fail, this year the membership will be doubled, and it is now when the club should remain in the League. They seem to lose sight of the fact that if they withdraw from the League now and in after years if the members should think it would be beneficial to the club to be a League club they must begin at the end of the line and not resume the position which they now occupy. Wheelmen in general don't seem to realize to what extent they are indebted to the League. Cycling would not have attained the position it now occupies were it not for the L. A. W. A bicycle club not a League club misses it.

## PORKOPOLIS NOTES.

## "STAR."

So the man from New Haven takes exception to my criticism of the present League cap, does he? He doesn't care for style so long as he is comfortable, eh? The straight visor is no good, is it? The present cap is good enough for him? Well, well! there is no accounting for taste! If he could only visit Porkopolis and get a glimpse of our numerous brewery employees, it is my humble opinion that he would fire his League cap instant. Of course no one disputes his right to wear what he pleases, but still there are some wheelmen who have a little regard for appearances and are somewhat particular as to what they wear, even if they do live in the "wild, woolly and windy West," and who think that their wishes should be consulted. The present cap may be becoming to one per cent. of the League members, but it makes a good many of them look decidedly tough. A cap is only worn while riding about the city, and on the roads during the spring and fall, for, from the middle of June to the middle of September a well ventilated helmet is what every sensible rider should wear. The C. B. C., after trying all sorts of head gear have finally adopted a low-crowned, black silk cap with a straight visor. The crown is two and one fourth inches high, and the angle formed by the top and the sides is rounded off, thereby avoiding that accordion-like fold so often seen in caps of this description. It is a neat and dressy cap and you just ought to see how handsome it makes the boys look.

THE "Duke" is away on an extended Southern tour.

THE C. B. C. are seriously debating the advisability of doubling their initiation fee.

MARQUA is to take part in an amateur minstrel performance to be given in Library Hall, Price Hill, on Feb. 16. The C. B. C. intend to secure a block of seats near the front, and perhaps they won't give him a send off; oh, no!

CONSIDERABLE surprise has been manifested at the apparent indifference of our member of the Committee on Improvement of Highways, Mr. H. S. Livingston, to the road bill now pending in the State Legislature. He might have called a meeting of the local wheelmen and thereby stirred up some interest in the question.

A GREAT many cyclists as well as others will regret to hear that the Anheuser Busch Brewery Co., of St. Louis, met with a serious loss by fire last Sunday. The figures are \$200,000 but the insurance is said to cover same.

## NEWS

## AND COMMENT.

THE Rhode Island delegation will go on to New York the 18th, solid for Luscomb. The Massachusetts delegation will be divided, some for Luscomb and some for Jessup. Pennsylvania will be almost solid for Jessup; New York divided. Missouri will come on as a Luscomb delegation. Illinois, Ohio and other large Divisions will be divided, but the indications so far as we can learn, show Luscomb in the lead. It appears to be a close fit at this particular writing.

Look out for our mammoth edition which will appear some time in March.

HAS anyone seen Louis Harrison since his return to New York?

THE "Tryon Road Bill" is now before the Ohio State Legislature for action.

THE Star Bicycle Club, of Cleveland, Ohio, has disbanded. They will never "twinkle" more.

THE Massachusetts Club, of Boston, is not so dead but that it can hold its annual dinner. Tuesday, Feb. 19th, is the date set.

THE Manhattan Bi. Club, of New York, gives its second annual reception at the Lexington Avenue Opera House this Friday evening.

A CLUB formed entirely of professional men is the latest thing talked of in Philadelphia. It will bear the pointed name of the Thistle Club.

A MR. GEO. LEE, of Denver is said to have invented a pavement made out of slag chemically treated. It is claimed that this pavement is much more durable than asphalt.

IN all probability those two crack safety riders, Allard and Whitaker, will meet in a series of races to decide the question as to which is the best man on the "dwarf machine."

IT is said that a Ladies' Wheel League is a possibility. It is further stated that it may amalgamate with the L. A. W. Why go through that formality, and why not join the L. A. W. direct?

THE Bown bearing patent is engaging a great deal of space in the English papers. Why don't these parties settle their disputes in the courts, and thus save a great deal of unnecessary type setting.

PATTERSON and Riter are the names of the Pennsylvania Legislation who opposed the bill defining the rights of cycle riders. Nothing was done, however, as there was not a quorum present.

THE Boston Herald announces that Jessup's friends have given up the fight in pushing his claims to the Presidency of the League. The Herald is woefully mistaken; Mr. Jessup will be a very active factor in the coming election in New York.

THE offer of the WORLD and Texas Siftings to new subscribers for \$2.00 has been extended to March 31st. We also will continue to furnish Siftings to present subscribers for \$1.25. These offers have proved a great catch, and the publishers of Siftings as well as ourselves are much pleased with the results. Keep 'em a-going.

WE really thought that we were going to pass over the time of three months and not have to chronicle the discovery (?) of a method for producing aluminum at a cost of not more than that of first class steel. The periodical inventor has appeared and this time he hails from Melrose, Mass., and his name is Washburn. "Next!!"

No. 3562 writes: "For the benefit of those who have not read Max O'Rell's book on Americans and their country, I extract the following, which is his opinion of our streets. He says: 'Streets in America are horribly ill paved. From my window the carriages appear to rise and fall as if on a troubled sea. Drunkards have had to drop their habits, as they could not reach home from the beer saloons.'"

If the report that reaches us is true, that the San Francisco Bi. Club is pluming itself on being the oldest club in the country since the disbandment of the Massachusetts Club, then we wish to correct them. The Boston Club is and was always the oldest club in America. The Massachusetts Club disbanded over a year ago; the present club bearing that honorable name is the Phoenix, so to speak. The Boston Club was organized Feb. 11, 1878, and the San Francisco Club was formed Nov. 28, 1878.

THE Rochester Wheelmen debated the question as to why does a bicycle stand up while rolling and fall down as soon as onward motion ceases? The answer, which was decided as being correct, was: "The bottom of the wheel can have no side motion because it rests on the ground, and the bottom is constantly becoming the top and the top the bottom. If the upper part of the wheel gets any lateral motion it is checked by being brought round upon the ground again, before the motion has too much influence."

A CORRESPONDENT in New York writes us as follows: "It takes a



# THE EAGLE BICYCLE.

THE WHEEL OF '89.

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Levers, Clutches, or extra friction of any kind.

AS LIGHT AS THE "ORDINARY."



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No Complicated Mechanism to get out of order.

The "Eagle" is a wheel of the highest grade, both in quality of material and finish. It is built entirely of steel, either forged or drawn. We Guarantee every machine, and will replace without charge any part returned to us within a year which shows signs of imperfection in material or workmanship.

All letters of application and inquiry which have been written us will be duly answered. It has been impossible for us to reply promptly to a correspondence of over five times what we anticipated.

Agencies for the EAGLE are now being established with the leading dealers in many of the principal cities and towns, and machines will soon be on exhibition and sale at their places of business. Also a full line may be seen at all times at our central office at Stamford.

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will be issued on March 1st, and will include all the latest Novelties for the coming season.

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A Sample of our new Ladies Swift Bicycle can be seen at our Show Rooms,  
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## NEW RAPID CYCLES.

We shall again represent the St. George's Engineering Co. in the United States during 1889, and we are now prepared to accept orders for early delivery of 1889 Pattern New Rapid "Safeties," "Tricycles" or ordinary Bicycles, consignments of which are now due,

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great deal to astonish me in cycling performances. I have grown used to almost everything. The smashing of an old record and the making of a new one, the decadence of one club and the improvement of another, all are allowed to pass me by without the faintest bit of wonderment or surprise. On Friday last, however, I saw a performance that took away my breath for the moment. I had to cross Madison avenue near Twenty-eighth street, when an object shot by me on a bicycle in such close proximity to my face that for a moment I thought I was going to be the innocent cause, and sufferer, too, of a header. Now a bicycle, that is a full-sized one, is a rara avis below Fifty-ninth street, and this, and the rapid pace of the rider, caused me to step upon the sidewalk and more closely examine the performer. My surprise was, perhaps, natural, when I discovered that the rider was Miss Helen Baldwin, who was mounted upon a 50-inch Rudge ordinary, and was engaged in doing a forty-mile practice spin in training for the forthcoming ladies'—I beg pardon! women's—bicycle race at Madison Square Garden."

### POLLY, OF SWEETBRIAR VALLEY.

BY SECRETARY.

(Concluded.)

"They are coming," shouted Charlie, as he turned his tandem down the lane. "When they round the bend, start."

Running his machine behind a sheltering bush Charlie stopped it. The clatter of the old mare's feet was soon heard, and then Polly saw the other tandemics start and tear down the pike at lightning speed, and a minute later Thought flashed by, and she saw her father and Humphrey in the buggy. When all was quiet and still, and a few moments had been spent in getting breath, Charlie turned his tandem towards the Cornpatch homestead, and when they arrived there, the preacher was waiting, and by the use of a little persuasion from Polly, Sr., Polly, Jr., and Charlie, the good man was prevailed on to tie the knot and make our sweet Polly Mrs. Cracker.

The whole thing was so sudden as to take the breath away of the contracting parties, and those who aided and abetted them, but Polly looked radiant, and Charlie, even through the coating of dust and perspiration, looked actually handsome, so full of happiness was he.

"Well, dear," whispered Polly, "I had my own way and was married in the parlor, anyway!"

As for the preacher, when the deed was done he seemed very anxious to leave before old man Absum got back. He was a mild-man and hated "scenes," and dreaded Absum's anger.

Down the road flew the tandem, and down the road followed Thought. Absum obstinately refused to believe it, but Humphrey saw the flutter of what he thought was Polly's dress getting farther and farther away. Finally it disappeared altogether, but the plucky Absum kept up the chase.

Reaching the brow of the next hill, they joyfully beheld the tandem by the roadside at a standstill, its occupants quietly sitting on the saddles.

"There," exclaimed Absum, triumphantly, "I knew we'd catch 'em. No mortal living could have held that pace. Aint I beat that that young man on his bicycle every time we ever had a brush. I tell you there aint no horse nor machine either that can get away from old Thought." By this time they had reached the tandem and sprang to the ground.

"Why, you aint Charlie," gasped the surprised Absum, staring at a young man who was calmly smoking a cigarette.

"Nor you aint Polly," exclaimed the bewildered Humphrey, staring at a young man dressed in woman's clothing, who was also calmly smoking a cigarette. They both laughed.

"No," said the young lady man, "I am not Polly."

"No," added his companion, "and I aint Charlie."

"Who are you?" demanded Absum.

"We are two young men engaged by Mr. Cracker to take the feathers out of the cap of an old chap who thinks he has a fast horse."

"What's them things?" asked Absum, pointing to several bright articles adorning their breasts.

"Oh," responded the Charlie young man, "they are the prize medals we have won, racing horses. We stopped here to let you catch up, as we didn't want to take you too far from home."

"Was it you who came out of my gate just now?" questioned Absum.

"No," he answered.

"Well, where are they?"

"Who?"

"Why, that villian and my daughter Polly," roared Absum.

"I guess you will find them at Mr. Cornpatch's," answered the Charlie young man.

Absum said not a word but motioned Humphrey to get in the buggy, he followed and Thought was turned homeward.

They spoke not a word until they reached the gate, when they beheld the house brilliantly illumined.

"I guess I won't go any further," said Humphrey, faintly. "I'll get out here and walked down home."

"I guess you may as well," answered Absum grimly, "'cause I went for the preacher myself."

As he drove to the barn he muttered to himself, "when that old mare kicked me this morning I knew something was going to happen."

### MR. MALTBY LEAVES FOR AUSTRALIA.

*Editor Bicycling World:* I HAVE withdrawn my deposit with New York *Clipper* which was left as a forfeit with challenge, as I now plan to leave New York for the West and Australia about the middle of this month. I have to-day received an offer from the Salt Lake City Bi. Club to ride there February 22d. Should any of the aspirants for the championship in fancy cycling commence "crowing" after my departure this time (as they did in England last winter) I shall look to the *World* to call their attention to the fact that the "crowing" should have been done during the three months time my deposit was with the New York *Clipper*. I remain,  
Very truly yours,  
W. S. MALTBY.

### THAT TOBOGGAN SLIDE RIDE.

*Editor Bicycling World:* I have just been reading an account in the *BICYCLING WORLD* headed "Down a Toboggan Slide on a Bicycle," in which you say, "it reads like a fairy tale, and in order to assist deglutition we fain would know how steep the chute was." I cannot say exactly how steep it is, but the speed was a little better than one mile a minute. It was not intended that any newspaper reporter should know anything about it. Miss Mulford and Mrs. Morehouse have ridden since October last many hundred miles, over all kinds of country roads. There are only three lady riders in New Jersey that we know of, Miss Mulford's sister being the other rider. I do not consider the slide a dangerous place; we have some hills near here that I consider far worse, and so does Mrs. Morehouse. The slide is on the east side of the Orange Mountain, about two miles east of Eagle Rock Hill; the Eagle Rock road goes up the mountain sidewise, the toboggan slide goes up straight, and is consequently steeper. When you get to the bottom of the slide you pass over a brook and then up grade so that you can easily stop at the end. About five minutes' walk to the south of the slide brings you to Chestnut Avenue Hill, which Mrs. Morehouse has coasted several times. This is about the steepest hill around, and I do not know of anyone having climbed it, yet the hill is short and the approaches quite good. I have repeatedly tried to climb it on a Star and on Mrs. Morehouse's safety, but without success. The only dangers on this hill are loose stones, dogs and wagons and at the foot, while on the slide you have nothing to fear if you keep a level head and keep in the centre, which can be done by good riders on safety machines, but would be impossible on the ordinary, because you could not sit back far enough on the back bone of the machine, and the narrowness of the chute making it impossible to steer without running into the sides; the same trouble with the Star machine, the front bar would be pointed under you, and as you could not get the seat far enough back you would undoubtedly take a header. I do not consider the slide dangerous when ridden on a low safety, but very dangerous if ridden on any make of high wheel, but I regard Chestnut Hill dangerous on any kind of a wheel. Yours truly,  
J. T. MOREHOUSE, L. A. W. No. 18,369.

### CAPITAL CLUB OF WASHINGTON, D. C.

The tenth anniversary banquet of the Capital Bicycle Club was held at their club house January 31, 1889. Sixty members sat down to the spread, which was served in an entirely satisfactory manner.

The gem of the evening was the response of Mr. Charles Richard Dodge, which was made in verse, in the various styles of Ella Wheeler Wilcox, Walt Whitman, James Whitcomb Riley, Amelie Rives Chanler and others.

The following sketch of the evolution of this organization was prepared from data found in the club scrap book, containing programmes, badges, invitations, newspaper clippings, etc., etc.

#### HISTORICAL.

The Capital Bicycle Club was organized almost simultaneously with the introduction of cycling in this country, and came up into prominence through its annual races. Its first meet was held June 29, 1880, at Iowa Circle in the presence of several thousand people. The contestants were J. McK. Borden, William Chester, George Cook, A. M. Coyle, Max Hausmann and L. W. Seely.

The second annual meet was held June 18, 1881, at the same place, but more elaborate preparations were made. There was a parade by the Capital, Baltimore and Arlington Clubs, music by Douch's Band and fancy riding by Rex Smith. In addition to those entered in the first year's races, I find the names of H. M. Schooley and E. H. Fowler on the programme.

In 1882, Wallace Crossman, L. J. Barber, Harry Davis and Leland Howard were enrolled among the contestants for racing honors. All the above races were given on a public street (Iowa Circle) and the difficulties of keeping the people off the course were something prodigious.

In 1883, the annual races were held at Athletic Park, and great preparations were made. A cinder track was laid at an expense of \$3000 and a prize of \$500 was offered to the World's champion. The latter race was contested between J. S. Prince of Washington and Harry W. Higham of England (now a cycle agent in this city.) Messrs. B. W. Hanna, Seward Beall and E. A. Newman were the entries from the club for amateur honors. Three large meetings were held this year, June 11 and 12, July 22 and 23 and October 3. From 3000 to 5000 people present each day of these races. The National Marine Band furnished the music.

The races in those early days of cycling were hotly contested between the local amateurs. Every one was fought from the start to the finish, as may be seen from the newspaper accounts.

In 1884, the annual meet of the League of American Wheelmen was held in Washington. The Capital Club, by invitation, took part in the parade with 70 men all in full uniform. It had maps of the city printed for the use of the visiting wheelmen and did its full share in entertaining them. The club, which at that time had only a few League members, has now some 25 or 30.

The races held this year were also very successful, and attended by some 4000 people. Mr. Howell Stewart won the honor of having his name engraved on the Flint Challenge Cup. This cup had to be won by the same party three times in five mile races, before it became the property of the winner. It now belongs to Mr. W. E. Crist, our present champion, who spurred into fame in 1885, although in 1886 Mr. Phil Brown, our next best man, won the honor of having his name engraved thereon.



The club reached its highest state of perfection as a drilled organization in 1883 and 1884, and the evolutions performed before large audiences in the Baltimore and Washington skating rinks, and at various parades in which it took part, excited wonder and created great enthusiasm.

For a number of years the club held an annual outing at Martha's Vineyard, extending over several weeks. It was always represented at the Springfield races, and tours to Philadelphia, New York and Boston, up the Shenandoah Valley, and to points of interest West and South, were every summer occurrences.

The social features of the club were developed at an early day in its history. The "Annual Uniform Soiree" was an event that was looked forward to by the young ladies of Washington with the brightest anticipations. The programmes were in the form of a gilt wheel, with the order of dances printed between the spokes.

The anniversary banquet has always been one of the happiest occasions of the year, being reinforced with music and speeches, which always have a spice of fun in them.

The club has at present 115 active members, all wheelmen. Its elegant house on Fifteenth street was completed in the fall of 1886, and the entertainments given there through the winter season are of a very pleasant character, and have a good influence in keeping up the standard of the club membership. These entertainments consist of concerts and lectures given by members, an occasional party to which outsiders are invited, and a German every three weeks, which are restricted to the members of the club and their lady friends.

### RESOLUTIONS TO GOV. BEAVER.

BELOW we give copy of the resolutions to be engrossed and presented to Governor Beaver, by the Associates Cycling Clubs of this city, in recognition of his late annual message.

To His Excellency James A. Beaver, Governor of Pennsylvania, etc.

At the regular meeting of the Associated Clubs, held Tuesday, January 15th, 1889, the following preamble and resolutions were unanimously adopted:

*Whereas*, His Excellency Hon. James A. Beaver, Governor of Pennsylvania, in his message to the General Assembly, January 1st, 1889, has been pleased to refer to the want of a proper system of the laws governing the care of the roads of this Commonwealth: and

*Whereas*, His just criticism of the deplorable condition of the roads in this State, will receive the strong endorsement of all cyclists whose tours are made over them and

*Whereas*, The message has officially recognized the bicycle as among the vehicles to be considered in connection with the improvements of our highways: therefore be it

*Resolved*, That the Associated Cycling Clubs of Philadelphia, heartily endorse the wisdom of Governor Beaver's course, in calling the attention of our State Legislature to the want of a better system of laws for the care of the roads in this State and that they hereby acknowledge their appreciation of his official recognition of the bicycle as a vehicle.

*Resolved*, That the officers of this Association be authorized to sign and transmit to Governor Beaver, copy of the foregoing preamble and resolutions.

Very respectfully yours,

WM. R. TUCKER, President.

J. R. LINCOLN EDWARDS, Secretary.

### "HAWKSHAW" HAS ADMIRERS.

*Editor Bicycling World*: I cannot refrain from noticing the remarkable letter of L. A. W. No. 14,670 in your issue of the 18th. It is very evident that No. 14,670 is "not in the habit of devoting much time to the notes contributed by your correspondent, 'Hawkshaw,'" from the general tenor of comments.

Of course, L. A. W. No. 14,670 displays no egotism when he undertakes to "express the sentiments of perhaps a majority of your readers." Oh! no.

No. 14,670 doubtless thinks a correspondent should confine himself to such local and brilliant items as these:

"Bill Bangs looks great on a safety."

"Dick Dunder is a scorcher from 'way back.'"

"Baby Bunting has a dandy mouth for oysters," and other similar matter that is of thrilling interest to wheelmen who never heard of Bill Bangs, and the rest of them, except in the aforesaid items.

Instead of this, "Hawkshaw" actually has the audacity to write upon general cycling topics, of interest to the whole fraternity (except No. 14,670) instead of only a few local readers, thereby "lowering the high standard of your paper."

Now, what has "Hawkshaw's" utterances to do with the L. A. W.? He has the privilege, in common with every other member, to criticize the League and its officers in an honorable manner, but I know of no instance in which he has said aught to injure the League.

It is certain that No. 14,670 is not likely to exert himself to help increase the League's usefulness, since he thinks that the paper furnished is the only substantial benefit accruing from membership in a majority of cases (he seems well posted as to majorities). \$1.00 per year would secure that, and the dollar required to join the League could be saved. The League has secured free transportation for wheels on most railroads; gets lower hotel rates for its members; fight unjust laws against wheelmen; has done much to get better roads, with considerable success, besides much other good work it has done, and is doing, but all this counts for naught with No. 14,670.

One who holds such opinions, has little idea of what would be likely to induce wheelmen to join the League.

The *WORLD* has no correspondent whose contributions are read by the present writer with more interest than "Hawkshaw." His criticisms are usually just and sincere, and many of his suggestions are well worthy of adoption. Keep up the good work, "Hawkshaw." Your notes are full of interest to at least one reader, and he is quite as likely to voice the sentiments of the majority as is your critic, L. A. W. No. 14,670.

West Virginia, Jan. 26, 1889.

[The above is a sample of many letters we have received called forth by No. 14,670. Ed.]

### MR. SHRIVER AND THE NEW YORK CITY PARK BOARD.

We append below some interesting correspondence between Mr. Shriver and the Hon. J. H. Robb, President Park Board, New York City. We congratulate wheelmen of New York City that Mr. Shriver and the New York Bicycle Club have taken the matter up, and from our knowledge of the gentleman and his associates, we can rest assured that the "good work" will be pushed without any let up:

*E. J. Shriver, President New York Bicycle Club:*

Dear Sir—Referring to my communication of the 17th inst., I have the honor to inform you that our Engineer of Construction has submitted a detailed report in regard to the present condition of West 72d street, in which he states that in his opinion "the work is generally well done," and that, "with the exception of a few places which will require to be remedied in the spring, the work, taking it from first to last, is pretty good."

He adds that "after the pavement has become thoroughly compacted, and the in-

terstices thoroughly filled with the binding material, and after the mud which is formed from the crushing material used for binding has been scraped off and removed, all of which will be done at the proper time, the street will be as free from dust and mud as roadways surfaced with broken stone generally are."

He further adds that the roadway is in all particulars similar to the road's now in use in the Central Park, and which were constructed under his own direction. He does not agree with your statement that no binding of sand, dirt, etc., should be put on the surface, but states that in the long experience which he has had in the building of such roads, he has always had same constructed in accordance with the specifications given in the case of West 72d street, and that he has always found it impracticable to consolidate and bind together the stone when placed on the roadways of the heaviest roads, unless some binding material was used.

Yours respectfully,

J. HAMPDEN ROBB,  
President Department of Public Parks.

January 29th, 1889.

*Hon. J. H. Robb, President Park Board:*

Dear Sir—While thanking you for the trouble you have taken in so courteously responding to the memorial from this club regarding the condition of West 72d street—as per your two letters received—I must still dissent from the opinion of your Engineer that the street is in proper condition or that it was built on correct principles.

Since its construction it has been impassable on foot, by reason of mud during rains, or frozen into bad ruts in cold weather. A properly macadamized road is never in either condition, as may be readily seen from examination of the roads in and around Orange, New Jersey, the only perfectly macadamized system in this part of the country. Even our own Grand Boulevard is in a better state than 72d street, badly as the farmer has been neglected.

The trouble is not incidental to the newness of the road, as that should make no difference whatever; it is inherent in the material used. As I live on 70th street and pass through 72d street daily, on my way to the station, I watched the construction carefully during its progress, and can say positively that the stone used was not broken sufficiently fine. Had it been, there could have been no place for "binding," the use of which is condemned by all authorities on road making, although quite a common error.

The material used for binding was not, however, the same as that with which the park roads are surfaced. The latter are not as good as they should be because the gravel with which they are surfaced is rarely, if ever, screened; but the stuff put on 72d street was not even this gravel. The park roads, moreover, are never called on to perform the same service as 72d street will have to give, and the treatment should be different. In the parks you have Telford with gravel surface, which does not stand street wear, while in 72d street the evident intention was to make a harder road, such as is furnished by Macadam's plan, but his essential principles have been departed from.

Feeling sure that you will be glad to have all the attainable evidence on the subject, I will send you, in a day or two, copies of the pamphlets on road making, issued by the Road Improvements Associations of this country and of England, which I think you will find to be in support of my position.

Very truly yours,

E. J. SHRIVER,

President New York Bicycle Club.

January 31st, 1889.

### THE LOAFING QUESTION.

THE following communication, coming from the source it does, will be read with interest by all who are interested in the question of racing:

*Editor Bicycling World*: Various plans offering a solution to the great racing problem of the future have at different times been discussed through the columns of your paper. How to prevent loafing, and so give the public interesting exhibitions of cycle racing in place of the present tiresome processions, has become a problem toward the solution of which every racing man ought to strive to the best of his abilities.

Snyder and Howell are perfectly right when they say that time limits have been tried and found wanting.

The first-class men, who care more for their reputation than for any prize, will ride the race in the old way, to win, prize or no prize. So much for time limits.

Now your suggestion in the last number of the *BI. WORLD*, about the public and the golden eggs, is quite correct. It therefore becomes clear that, unless we want cycle racing to be a thing of the past, racing men and managers of race meets must do something to stimulate the interest of that indispensable goose—the public.

But what?

It seems to me that the best and simplest answer to that question is to induce some good second or third class man (who has no chance of a place) to make pace for the others.

As for the inducement, it would naturally vary a little. For professionals it would take the form of cash, while for amateurs a special medal could be given.

Let us take for example a "one-mile professional scratch race." The manager should pick out some man who could easily ride in say a 2.50, or proportionately slower if the track were bad, and offer him a certain sum to finish in that time, irrespective of his place. I think the manager would have no difficulty in finding such a man, and this system would insure a very fair pace for the whole distance. This has, I believe, been tried in England by the American team, with perfect success, W. Woodside being the man picked out to do the donkey work.

For amateurs a slightly different method would have to be adopted. In all scratch races an extra medal (of sufficient value) should be offered (on the programme, not privately, as with the pros.) to the man leading the greatest number of times at the tape and, if it be a mile track, at the quarter, half and three-quarter mile poles.

This arrangement need in no wise make a lap race of it as far as the first-class men are concerned, as they could simply keep together behind the smaller fry, who would be struggling for the extra prize ahead.

It would cost managers a little more, but if they improve the quality of their sport they must expect to pay a little more for it, in the end of course everything coming out of the dear public, for whose benefit the changes are made.

Besides this system, I think the multiplication of handicaps (handicapped, however with a little more judgment than were those at Buffalo last fall) and lap races (only on half-mile tracks and under) would greatly tend to remove the evil of loafing.

Yours very sincerely,

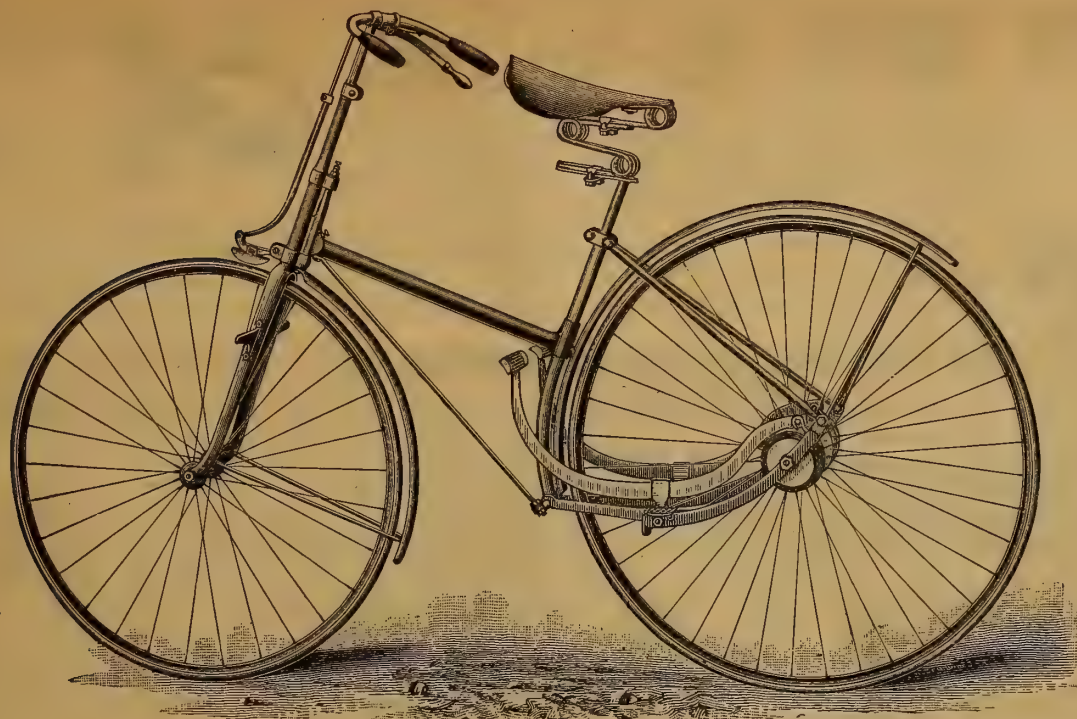
R. H. DAVIS.

Cambridge, Mass., Feb. 2, 1889.

THE Catford Premier Safety is the latest thing out in wheels. It was designed by Hillman, Herbert & Cooper, for the well-known club of flyers of that name, and fitted with 30 and 28-inch wheels; 9-16ths and 3-inch rubbers; the improved "yoke" frame, and weighs complete, thirty-two pounds. L. H. Johnson will handle it in America.

When a man buys an article he always wants to know something as to the reputation of the firm he is buying of. It is therefore a gratification for us to mention the name of Devlin & Company, of New York, to those who want to fit themselves out in the very highest grade of ready-made clothing and gentlemen's furnishing goods. One of the most active members of that firm is Mr. Jones, a gentleman whose whole aim and object is to maintain the unexcelled high standard of the firm of which he has the honor to be a member.





THE NEW STAR SAFETY.

(The H. B. Smith Machine Co.)

WE present this week a cut of the New Star Safety, in which the same principal of the lever driving is applied the same as in the full sized Star machines.

The natural position of the rider is maintained while the levers extend to within six inches of the ground, thus making the mount or dismount very easy, which alone give so much confidence to the rider.

The machine is comfortable to ride upon, as it is provided with large double coil springs and an easy spring saddle. The saddle may be adjusted forward or backward or up or down to suit any size of rider. The handle-bar also adjusts up and down to suit, hence the machine is suited for small boys or large men.

The brake is preferably applied to the front wheel where it will not throw mud, and the machine can be stopped while descending the steepest hill.

It is fitted with their well known patent two-way silent ratchet, and as the levers pivot nearly in the middle they almost balance, hence only a very limber spring is required to bring them back to position, which makes less resistance to the foot and insures greater durability to the spring. It will be seen that the machine is driven from both sides instead of one side as in the case where a chain is used, and they also preserve the independent action of the levers.

The framing is made very rigid and braced in the direction of the driving strain, because any spring in this direction must be lost power. The head of the machine

is mounted with compensating cones, and the rear framing is connected by jamb bolts. The lower frame bars are divided so as to support on both sides the pivoted bearings for levers—these bearings having balls and are adjustable, and are well covered from dirt or grit.

Both wheels are provided with mud guards or shields. The rear or driving wheel is 32 inches diameter and provided with the usual plain bearings of hardened steel. The front wheel is 30 inches diameter and is provided with dust proof ball bearing.

The front or steering fork is semi-hollow and made from a solid steel forging, the head also being solid except the upper portion in which the handle bar adjusts. The brake connections also adjust up and down and the principal wearing parts are coned for adjustment to prevent rattle.

The wheels are direct spoke of their patent drawn double butt-ended style. They screw direct into the hub of the front wheel, but the rear wheel is provided with the patent nut. The rims are of solid steel flat seated and the rubber of best Para about 5-8 inches wide with rather a deeper section.

Roller Bearings will be furnished for the rear wheels at an additional cost of \$10.

The machines will be finished in black enamel with nickel trimming.

Price of machine complete including Saddle, Tool Bag, Wrench etc., \$135.

## NEW RAPID.

A REFERENCE to our advertising columns will show that the Clark Cycle Company will represent the St. George's Engineering Co. in this country for the coming season. Large orders have been placed by the Clark Cycle Co. and accepted by the St. George's Engineering Co. for New Rapid Cycles of this year's pattern. The excellence of the output of the St. George's Engineering Co. is already established among the riders of this country and we have no doubt but that the New Rapids will have a boom during 1889.

## HOLMES &amp; CO.

INCREASED business necessitates increased accommodations, and we are happy to be able to chronicle the fact that the Holmes Co., finding their old quarters at No. 17 Kingston street altogether too contracted for their largely increased business, have been compelled to secure new quarters, and of larger dimensions.

A visit to the new Thorndike building, on the corner of Kingston and Essex streets, discovered the Holmes Co. busily engaged in settling in their new quarters in that splendid building; furnished with passenger and freight elevators, lighted on four sides, and with all modern improvements, and they assure us that with ample room and increased facilities they will be able to respond promptly to their large and constantly growing demand for goods in their line. The fittings of this building will be complete in every respect, and it is one of the finest of the kind in the country.

We had the pleasure of meeting Mr. Gerry, the gentleman who represents the Holmes Co. as their travelling man, who was busily engaged in picking out his samples for his spring trip. The excellent quality of the Holmes goods has become a household word all over the United States, and it is a pleasant fact that we can record, that such enterprise and excellence of work has received evidences of appreciation. For those in want of their special line of goods, we refer our readers to their advertisement.

## THE STANLEY SHOW.

THE *Cyclist* of January 23d to hand, contains a list of some of the novelties that were to be shown at the Stanley Show. Those that are likely to reach America, we notice, are:

The St. George's Engineering Co. have modified their brake fittings considerably. They will show, besides their well-known patterns, a rational ordinary, with 22-inch back wheel; a new pattern in safeties at a cheaper price, with direct spokes; and a pattern in tricycles specially built for ladies, in addition to other patterns.

Singer & Co. will place a great many new patterns in line. First, there will be

the "Special S. S." light roadster, with three 30-inch wheels, then the military "S. S." specially fitted for purposes indicated by its name; a new light carrier, a cheap pattern of "S. S." tricycle and two new patterns of the "Velociman," one with detachable wheel for ease of stowage; a rational ordinary with 22-inch back wheel; several new things in safeties, including a "Royal Singer," a lady's safety, a tandem safety, as well as a tricycle of "S. S." pattern with new patent reducible axle, which is worth looking at. The application of a simple attachment by which the steering wheels of a safety can be kept rigidly in line for purposes of leaning the machine against a wall will be on view.

The Coventry Machinists' Co. are fitting all their tricycles with new bearing adjustment. They will show a modified "Marlboro' Club" racing tricycle, a special pattern of the "Swift" safety with large steering wheel, two new patterns in ladies' safeties, one fitted with Keating's spring forks, and a specially good thing in dress guards; a "Swift" tandem and "Swift" light roadster, besides a general overhaul of their other patterns.

Hillman, Herbert & Cooper will have a long line of new patterns, including a half-diamond roadster safety—the half-diamond frame, by the way, is the one introduced on the "Singer Rover" No. 2 and "Success" safeties last year in general style, but is very considerably modified in detail—a lady's safety (a new pattern); No. 1 "Premier" safety with a new and very strong frame; another full diamond frame safety, built specially for heavy work; a safety at twelve guineas, with a novelty in a semi-tubular frame—double. They will also show a new tandem tricycle, and new patterns in carriers.

The Quadrant Tricycle Co. will have one of the most striking novelties, this being a new spring wheel, which is decidedly good. The makers liken it to riding on water. The spring is contained in the wheel itself, and the effect is remarkable. This must be seen. In safeties they will introduce new patterns. The No. 17, a machine with new frame and direct steering. No. 18, a direct steerer, built specially for ladies, with excellent dress guard arrangement. The "Quadrant" safety will be shown, too, with foot brake and modified back frame, and they are also introducing a 30-inch lady's tricycle.

THE Eagle Bicycle Mfg. Co. start out with every indication of great success. A reporter of the Stamford (Conn.) *Record* called at the office of the Eagle and had ocular demonstration of the immense interest this new wheel is creating by the piles of correspondences heaped on the desk. The reporter says: "Mr. Gaylor's position to the pile of letters about him was like Temyson's immortal six hundred to the cannon. He had letters to the right of him, letters to the left of him, letters in front of him, and would have had letters behind him if there had been any place to put them; but they were laid on the floor for want of another place."



# THE KODAK CAMERA---FOR WHEELMEN.



Price, \$25.00.

THE operation of securing views with this camera consists simply of level ing it at the object to be photographed, and pressing a button.

One Hundred instantaneous views may be made without reloading, and a knowledge of photography is unnecessary. The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The "Kodak" is an article which every wheelman should possess, and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

Send for copy of Kodak Primer, containing Kodak photograph.

**The EASTMAN DRY PLATE AND FILM CO.**  
**ROCHESTER, N. Y.**



LEAGUE HEADQUARTERS:  
12 Pearl Street, - - - Room 27.  
ABBOT BASSETT, Secretary.

## League Club 213.

The Blennerhassett Wheelmen of Parkersburg, W. Va., has qualified as a League Club and is numbered 213. Organized, Nov. 23, 1888. President, C. C. Byers; Secretary-Treasurer, J. H. Lang.

## Rhode Island.

Mr. William N. Barclay is appointed Local Consul for Pawtucket. His address is care of "Evening Times," Fraternally,  
CHAS. S. DAVOL, Chief Consul.

## Missouri Hotel.

At the recommendation of Mr. E. H. Shepard, I have appointed Babb's Hotel, as the League Hotel at Brookfield. Regular rates \$2.00 per day: to L. A. W. members \$1.50 per day. Yours fraternally,  
W. M. BREWSTER, C. C.

## California Announcement.

On September first last 1888 the California Division had upon its roll 379 members, which would entitle it to one delegate to the National Assembly besides the ex-officio members—the Chief and Vice Consuls. The Division failed to elect such delegate at the time specified in the constitution and there is therefore a vacancy in the delegation from that Division. At the request of the Chief Consul of that Division I hereby appoint as delegate from California Dr. J. W. Gibson. This appointment is made under authority of Art. I, Sec. 1. of the present By-Laws.

T. J. KIRKPATRICK, President.  
Springfield, Ohio, Jan. 30th, 1889.

## California Championships.

The Racing Board of the California Division met on January 14th, and established the following championships for 1889. One, two, five and ten miles open to every type of bicycle and one and five miles for Rover type safeties. The value of the championship medals was placed at \$35 per set of two. It was also decided to establish a time standard, the rider beating such standard to receive a time medal valued at \$5. The standards set were one mile 2.55, two miles 6., five miles 15.50, 10 miles 32.30 for the safety races, one mile 3., five miles 16.40. The chairman was instructed to procure designs for the medals. Respectfully,  
ROBERT A. SMYTH,  
Chairman Racing Board Cal. Div. L. A. W.  
San Francisco, Jan. 16th, 1889.

## The Carnival at New Orleans.

The numerous inquiries in reply to the invitation of the N. O. B. C. asking about the Carnival here, prompt us to give you in a few words, a brief description of Mardi Gras.

Carnival this year commences February 28th and ends March 5th, during which time there will be held some five or six processions.

Each procession consists of some twenty-five or thirty cars elegantly decorated with characters on same in costume representing some subject, each procession costing from \$10,000 to \$20,000. The parades are at night except Rex., are brilliantly lighted, and move through our principal streets followed afterwards with a ball.

These balls can be attended by invitation only, costume de rigueur rigidly enforced.

In past years, the Iliad, Atlantis, Lalla Rooke, Ancient Mythology, etc., have been represented.

Mardi-Gras day comes on March 5th, the last day of the Carnival, when the fun grows intense, and the streets crowded with costumed maskers; at sunset all maskers must unmask; that night some ten or fifteen balls take place.

Aside from the Carnival, New Orleans is filled with interest to the traveller, our French Market, Cathedral, Old Spanish Buildings and the French Quarters have been so vividly described by the novelist Cable and others, of note, that a description here would be out of place.

All wheelmen who will come here are requested to bring their mounts with them, so as to take part in the runs and tours that will take place during Mardi-Gras week.

The following rates are fixed for Carnival. Tickets will be on sale February 25th to March 3rd, good to return until March 23rd.

From St. Louis to New Orleans and return: ....\$20.00  
From Cincinnati to New Orleans and return.....\$21.00  
From Chicago to New Orleans and return.....\$25.00  
Hotels; St. Charles, Royal and Vonderbanck, \$2.50 to \$5.00 per day. Good Boarding House from \$2.00 to \$4.00 per day. Carnival rates. If you are coming send me your name, and by what route you will arrive and what day you will be here. In case you come and do not send word, call at my office on arrival. I will then secure accommodations for you, and invitations to the mystic balls. Fraternally yours,  
HARRY H. HODGSON, V. P. N. O. B. C.  
No. 13 Carondelet street, New Orleans.

## APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list to the following week.

Last 177—Total 19—12,997.

BOSTON, Feb. 8, 1889.

CALIFORNIA DIVISION—2—407.

Garden City Wheelmen.

21313 Lipsett, Wm. R.,  
21314 Smith, Julius,

San Jose



# Hoop's Lighter.

(Imported.)

Ever ready in wind or rain. Every smoker should have one. Cheaper than matches.  
Price by mail, 25 cents.

Special terms to the Trade.

**JOSEPH GOODMAN,**

Box No. 14.

Hartford, Conn.

## ILLINOIS DIVISION—1—765.

Unattached.

21328 Sutton, Chas. H., 429 So. Spring, Springfield  
INDIANA DIVISION—1—196.

Unattached.

21326 Cosand, W. G., Russiaville  
KANSAS DIVISION—1—165

Unattached.

21315 Capper, Arthur, Box 93, Topeka  
MARYLAND DIVISION—1—470.

Unattached.

21316 Oliver, Wm. B., 305 Presstman st., Baltimore  
MICHIGAN DIVISION—1—356.

Unattached.

21317 Pelham, Benj. B., Detroit Tribune, Detroit  
MISSOURI DIVISION—1—362.

St. Louis Cycle Club.

21327 Thomas, E. S., 510 Pine st., St. Louis  
NEW JERSEY DIVISION—6—750.

Plainfield B. Club.

21318 Lenox, D. H., Plainfield  
21319 Martin, J. Frank, " "

21320 Morgan, W. D., " "

21321 Munn, J. P., " "

21322 Morrison, H. D., " "

21323 Wells, Dr. Frank S., " "

## NEW YORK DIVISION—1—2496.

Unattached.

21324 Burchfield, Will M., 471 Fillmore ave., Buffalo  
OHIO DIVISION—4—955.

Valley City Wheel Club.

21330 McLean, Wm. T., Lock Bpx 1087, Sidney  
21331 Orbison, D. R., Lock Box 972, " "

Unattached.

21325 Becker, Fred A., 831 Broadway, Toledo  
21329 Snellbaker, Cy., Wauseon

## OFFICERS FOR 1888—89.

PRESIDENT,

T. J. KIRKPATRICK,  
Springfield, Ohio.

FIRST VICE PRESIDENT,

H. W. HAYES,  
Box 150, Para, Brazil.

SECOND VICE PRESIDENT,

W. S. BULL,  
16 West Eagle street, Buffalo, N. Y.

TREASURER,

W. M. BREWSTER,  
309 Olive Street, St. Louis. Mo.

SECRETARY,

ABBOT BASSETT,  
12 Pearl Street, Boston, Mass.

## Standing Committees.

Executive and Finance.

T. J. Kirkpatrick.....Springfield, O.  
H. W. Hayes.....Para, Brazil.  
W. S. Bull.....Buffalo, N. Y.

## Membership.

G. Carleton Brown.....Elizabeth, N. J.  
Frank C. Blodgett.....Detroit, Mich.  
Alfred Ely.....Cleveland, O.

## Rights and Privileges.

Chas. H. Luscomb.....280 Broadway, N. Y.  
J. S. Dean.....care *Bicycling World*, Boston, Mass.  
A. Moore Berry.....421 Olive street, St. Louis, Mo.



## Rules and Regulations.

Dr. Wm. H. Emery 1177 Tremont street, Boston, Mass.  
 W. W. Share.....P. O. Box 22, Brooklyn, N. Y.  
 Henry Crowther. ...P. O. Box 1582, Philadelphia, Pa

## Improvement of Highways.

Stephen Terry.....Hartford, Conn.  
 Chas. S. Butler .....263 Main street, Buffalo, N. Y.  
 H. S. Livingston.....Cincinnati, Ohio  
 Care Seasongood, Menderson & Co.

## Racing.

C. S. Davol.....Warren, R. I.  
 George S. Atwater.....206 Penn. av., Washington, D. C.  
 Col. George Sanderson.....Scranton, Pa.  
 George Collister.....Cleveland, Ohio.  
 Care Davis, Hunt & Co.  
 W. M. Brewster.....309 Olive street, St. Louis, Mo.  
 H. H. Hodgson.....New Orleans, La.

## Transportation.

Burley B. Ayers, 153 S. Hoyne avenue, Chicago, Ill.,  
 Chairman, with other appointments yet to  
 be added to this committee.

League Members who desire a change of address  
 should notify the Secretary, Abbot Bassett, Box 5267,  
 Boston, sending their old address and 1888 number.

## Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find \$ for initiation fee and dues in the League of American  
 Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and  
 that I am an amateur within the meaning of the League definition. I refer to the  
 persons named below.

Signed,

Club,

P. O. Address,

References:

City

State,

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)  
 MEMBERSHIP FEE.—The Initiation Fee is \$1.00; the Annual Dues are Twenty-five Cents a Quarter, in ad-  
 vance.

If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it  
 can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in  
 gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

The current League year has been extended to April 30, 1889, and all memberships will be  
 continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose \$1.50 with the application,  
 after that date, and until April 30, 1889, enclose \$1.25.



# SINGER CYCLES

## VALUABLE NOVELTIES FOR 1889.



(Singer's Mounted Band.)

\* IN THE WORLD \*

WITHOUT

EXCEPTION.

Catalogues will be ready in a few days.

### SINGER & CO., Manufacturers and Importers,

### 6 and 8 Berkeley St., - - - - - BOSTON, MASS.

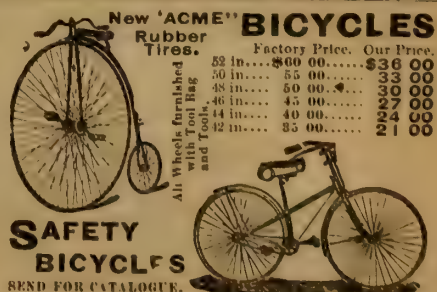
USED by all WHEELMEN on the  
 road and path.



One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for  
 holding the oil, fitted at the top with an Acme tip,  
 which can be unscrewed when it is desired to refill the  
 oiler. A cap of the same diameter fits over the top.  
 Only throws a small quantity of oil at a stroke. Best  
 and neatest in the world. Handsomely nickel plated.  
 For sale everywhere, or sent by mail on receipt of  
 price, 50 cents each. CUSHMAN & DENISON,  
 144 and 146 Greenwich street, New York.

THE BICYCLING WORLD (established 1879.) The  
 leading cycling paper of America; employs the  
 best writers on cycling subjects, and makes a specialty  
 of practical articles relating to cycling. All the news,  
 carefully edited and given with dispatch. One Dollar



### SAFETY BICYCLES

SEND FOR CATALOGUE.

Small Boys' 20 in. wheels, with parallel bearings... \$16 00  
 Large Boys' 24 in., with brake and mudguards... 28 00  
 Ladies' or Men's 30 in., ball bearings to both wheels... 60 00  
 Ladies' or Men's 30 in., ball bearing AL OVER... 75 00  
 ST. LOUIS, E. C. MEACHAM ARMS CO.  
 MO.



# JERSEY-FITTING \* UNDERWEAR \* CO.

WE CALL SPECIAL ATTENTION OF CLUBS AND ALL ATHLETES TO OUR  
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## OUR NEW HEADQUARTERS.



## JERSEY-FITTING SHIRTS, FOR

Bicycle Riders, Lawn Tennis Players, Yachting and Rowing, Base Ball  
and Foot Ball, Gymnasium.

League Color, Grey Mixed, Black, Navy, or any Color.

**PLAIN OR STRIPE.**

Each garment bears our Trade Mark, and are endorsed by the best manufactures of Bicycles and by Professional Gymnasts.  
In ordering these goods be particulars to give full name or style of each garment ordered.

MANUFACTURED BY

**HOLMES & CO., Cor. Kingston and Essex streets, BOSTON.**

## Jersey-Fitting Pants.

Full Pants.



Are knit with a selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam being a selvedge edge, is small and flat, and will not rip. *Buttoned in Front, same as Pantaloon, without Certain Objections.*

Knee Pants.



We offer them to the trade and clubs as SOMETHING NEW, and invite all to examine them.

Ladies'

## Jersey-Fitting Tricycle Pants.

A NEW THING.



These pants are close-fitting, come three inches below the knee, are very elastic, and the most comfortable garment a lady ever wore. Made in Cream-Colored Cotton, Drab, Red, or any colors in Wors-teds.



TRADE MARK.

## Jersey-Fitting Shirts.

Laced Front, Long Sleeves,  
Turn-over Collar.





**Testimonials.**

NEWPORT, R. I., Oct. 5, 1888.

H. B. SMITH MACHINE CO.

Dear Sirs—I gave that 39-inch Star Safety a good test Sunday, Nov. 30th, by riding 110 miles by way of Fall River and New Bedford, a very hilly and sandy road. I only made one forced dismount all day. Within 30 minutes after the machine was out of the crate I made 7 miles on our "Ocean Drive" in 26 minutes in a head wind, beating previous record by 31 seconds. I went to College Hill, Providence, on a borrowed 39-inch Star the day of the races, Sept. 25th, and

rode, and I have ridden everything from an ordinary with the backbone off, to a quadricycle. Yours truly,

W. VAN WAGONER.

Mohegan Lake School, PEEKSKILL, N. Y.  
H. B. SMITH MACHINE CO.

Dear Sirs—My new 39-inch Star arrived yesterday, and it is a beauty. I gave it a good trial, and find that for the rough, sandy, hilly roads which surround this place, it gives me better satisfaction than my 45. As to speed I think there is little if any difference. Truly yours,

FRANK C. BLODGETT.

shadow. As for its hill climbing powers, when I tell you that the hill climbing record you published in the "Mechanic," in which I was particularly interested, as I was a passenger at that time, was made by 125 pounds of skin and bones with wooden lungs, you will see that it was the machine and not the thing that rode it that took the record.

If you will notice the *Providence Journal* of Sept. 15, you will see that the Star Safety ran away again from me and made me break the hill record again. Yours,

H. F. CAMPBELL.

**THE NEW STAR, 39x24.**

beat the previous record of six times, and rode it 10 times without any trouble, and did not change the power hooks. I have not walked up any hill since I got my Safety. I think the 39-inch Star Safety goes as far ahead of the larger sizes of the Star, as the larger sizes (42, 45 and 48) go ahead of the "crank" for speed, comfort and safety on the road. In fact it is the best wheel I ever

PROVIDENCE, R. I., Sept. 19, 1888.  
H. B. SMITH MACHINE CO.

Gentlemen—Your 1888 39-inch Star Safety is the finest road machine I ever placed my anatomy over. It not only has a habit of crawling to the top of the steepest hills, but racks old Father Time's bones in a most distressing manner, as he endeavors to keep pace with what must seem to him a flying

WEST RANDOLPH, Vt., Sept. 21, 1888.  
H. B. SMITH MACHINE CO.

Dear Sirs—Inclosed find check to balance account for 39x24 Star. It is the best wheel I ever rode. Have surmounted hills that no one ever thought could be ridden, and generally confirmed the other safety riders as to speed as well. Yours truly,

L. P. THAYER.

**1889 Machines Ready for Market.***Catalogue Free. Address***H. B. SMITH MACHINE CO.,**

- - -

**Smithville, N. J.**



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The pleasure of your company is continually requested at our new and cheerful salesroom, 77 Franklin Street, Boston. A reading corner, where are on file all of the world's cycling publications, is at your disposal. A full complement of Columbias for '89, the finest line ever presented, will interest all cycling devotees, and all admirers of high-grade workmanship. . . .

Fraternally yours,

POPE MFG. CO.



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1878

# BICYCLING WORLD

## & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.  
5 cents a copy.

BOSTON, 15 FEBRUARY, 1889.

Volume XVIII.  
Number 16.



**VICTOR, "King of the Safeties."**



# THE ENGLISH PREMIER,

Lord Salisbury, is not more widely known or more highly esteemed than the PREMIER SAFETY BICYCLES. There are Riders and Riders. A. is a medium-weight, wants a Light Safety, to ride himself, out of business hours, and for his wife to use at other times. "B. is a Bachelor," a heavy rider, who wants a Sound, thoroughly reliable Safety for pleasure or business purposes, at a figure that will not stretch his pocket to the tune of \$135.00. C., wiser than either, wishing to share the joys of Cycling with his wife or sister, desires a Strong Tandem Safety. [Mem.—A Tandem Bicycle that is not Strong enough to resist indefinitely the tremendous strains to which that class of Machine is subjected, is NOT a Tandem SAFETY.] D. is a vigorous Youngster, outgrowing a straight wheel every season. Paterfamilias decides to get him a first-class Safety, adjustable for many years' growth, and durable enough to withstand many years' use. What can we do for these Inquirers? A. buys a SPECIAL PREMIER, the finest "Compromise" Safety ever built, weighing 46 pounds. B. takes our POPULAR -PREMIER, a splendid Roadster, with balls all around, 7-8-inch rubbers, hollow forks and diamond frame, putting \$30.00 in the bank towards a Premier Tandem, when the right girl turns up. C. buys a PREMIER TANDEM SAFETY, and is surprised to find what pleasure it is to ride it alone, when Mrs. C. is otherwise engaged. D. invests in a YOUTH'S PREMIER SAFETY, thereby closing a leak in his exchequer for a number of years. We shall be happy to furnish Riders and Dealers with full particulars of these Wheels on application.

## LLEWELLYN H. JOHNSON,

401 and 403 Main Street,

ORANGE, N. J.

### NEW SAFETIES

### FOR 1889.

"COURIER,"

"WANDERER,"

"GYPSY" and

"LITTLE JEWEL."

"COURIER,"

\$75.00.

FOR MEN.

"Gypsy,"

\$60.00.

For Ladies.

"WANDERER,"

\$35.00.

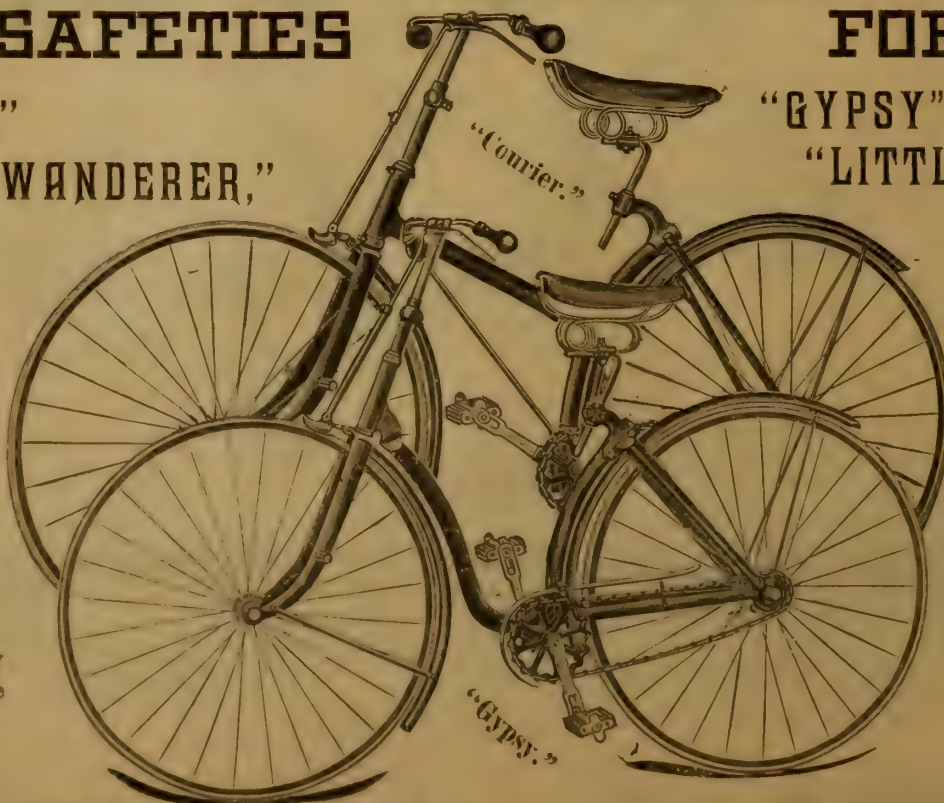
FOR YOUTHS.

Little Jewel,"

\$25.00.

For Boys &amp; Girls.

Don't buy a Safety  
until you have  
seen ours.



They have all the  
latest improve-  
ments, and are  
unequalled.

HIBBARD, SPENCER, BARTLETT & CO. (Wholesale Only) Chicago, Ills.  
SEND FOR FEBRUARY CATALOGUE.



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All Advertisements in this Department 20 cents a line.  
Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.

**ZOOK, Lititz, Pa.,**

Takes Cycles in payment for books, stationery, organs, pianos and miscellaneous goods. List free. Rare bargains in second-hand Wheels. Will trade a Tandem for a Safety. Advertising taken from newspaper men who wish mounts.

**TO MAKE ROOM** for our Spring Stock, we offer the following bargains. All machines on this list in good running order. **No wrecks:**

1 Ladies' Dart Safety, splendid condition, good as new.....\$115.00  
1 Viaduct Safety.....80.00  
1 51-inch American Star.....30.06  
1 51-inch American Star.....25.00  
1 58-inch Rudge Light Roadster. *A big bargain* 75.00  
1 56-inch American Rudge.....50.00  
1 56-inch British Challenge. Special make....50.60  
1 56-inch Club. New, but slightly shop worn. 75.00  
6 Victor Tricycles; side steering; each.....50.00  
Any of the above machines will be sent C. O. D. upon receipt of \$10.00 to cover cost of expressage in case machine is not taken. GEO. S. ATWATER & CO., 1206 Pennsylvania ave., Washington, D. C.

**WANTED**—To exchange for a Single or Tandem Tricycle or Safety Bicycle, 52-inch Standard Columbia; balls, cow horn bars; 54-inch, full nickeled Expert, balls all over; 50-inch Springfield Roadster, plain; 50-inch Springfield Roadster, balls, nickel. Will sell 48-inch American Star, \$20; 51-inch American Star, \$20; 50-inch Standard Columbia, \$25. Send for list of second-hand wheels. Address H. M. WHITE, Trenton, N. J.

**WHEELS**—Pat. Suspension Steel Wheels from 12-inch to 42-inch. Special wheels for Safeties, Tricycles, &c., made to order in large or small quantities, combining strength, durability and cheapness. I. A. WESTON & CO., Jamesville, N. Y.

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**WANTED**—A CYCLE MECHANIC, who understands the business in all its branches, and who can take full charge of a large repair shop. Good wages, steady employment. THE CLARK CYCLE CO., Baltimore, Md.

**L. A. W. BADGES,**

For Gold Pins of the Official Design, send direct to

**CHAS. H. LAMSON,**

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Portland, Me.

**Patented.** Price, \$3.50, \$5.00, \$7.00 and \$8.00, according to finish. **Diamond Badges** \$15 to \$50 for the larger pins, and \$10 to \$30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 630 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

**LAMSON'S LUGGAGE CARRIER**, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

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Cycling Photographic Outfits a Specialty.

The "STEADY STAND" for Safeties.

It is about as big as your hand, weighs only three pounds, and sells for 60 cents.

The best Stand for dealers' and clubs' use. Send for a sample.

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No. 18 So. Broad St., - - - Philadelphia.

**EXCELSIOR FLANGE and SKATE COMBINATION,**

For All Kind Cycles.

Patented Oct. 2, 1888.

Superior to Toboggan, Roller or Ice Skating

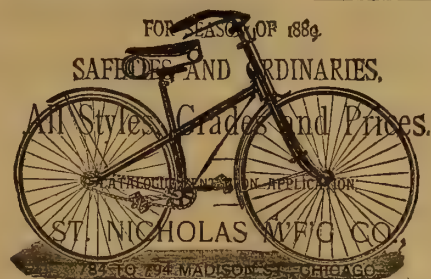
Great Speed and Perfect Safety

—ON THE—

ROAD AND ICE.

**OHIO CYCLE SUPPLY CO.,**  
NEW KNOXVILLE, O.

Mention this paper.



**Bicycles, Tricycles, Tandems and Safeties.**

**SHOP WORN and SECOND-HAND.**

All makes, selling without regard to market value, to make room for a large stock of 1889 patterns of Singer Cycles. Make your own price, cash or instalments. All goods guaranteed as represented. Call or send for description.

Most Complete Repair Shop in the City.

**SINCER & CO.,**

6 and 8 Berkeley St.,

(Odd Fellows' Building,)

BOSTON, - - - MASS

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**HOWARD A. SMITH & CO.,**  
Newark, N. J., for their '89 Catalog. Old 1st cancelled.

**FOR SALE OR EXCHANGE.**

In this Department, 15 cents a line. Cash must accompany the order.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.

**FOR SALE**—54 and 56-inch Experts, '88 pattern; full nickeled; balls all around; only ridden about 100 miles, and guaranteed first-class. Price \$100 and \$105. Address M. M. HEAD, Jefferson, Iowa.

**FOR SALE**—A Swift Safety, in splendid condition; quite as good as new. Cost \$135. Will sell for \$105. A bargain. Address 108, Bicycling World, 12 Pearl st., Boston.

**FOR SALE**—One Victor Safety and one Singer 1888 Safety. Both A1 order. Address H. E. WILBUR, Somerset, Mass.

**FOR SALE**—Rudge Humber Tandem; good condition. Will take a Rover in part payment. H. B. SMITH, 338 Washington st., Buffalo, N. Y.

**SPRINGFIELD ROADSTER**—Ball bearings; good condition. \$70. H. C. SPALDING, JR., Elmira, N. Y.

**FOR SALE**—54-inch Apollo; balls all around; bell and cyclometer complete, \$85. Splendid condition. CHAS. T. RAYMOND, Lockport, N. Y.

**Browning, King & Co.**

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Broome Street,

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The Only Official Tailors to  
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PRICE LIST L. A. W. UNIFORMS.  
COAT, \$8.25. BREECHES, \$5.50.

Cloth, \$2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

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In the following Counties of Pennsylvania:

Wayne, Pike, Monroe, Northampton, Bucks, Montgomery, Delaware, Susquehanna, Lackawanna, Carbon, Lehigh, Berks, Chester, Bradford, Wyoming, Sullivan, Luzerne, Lebanon, Tioga, Lycoming, Columbia, Northumberland, Dauphin, York, Union, Centre, Snyder, Juniata, Perry, Cumberland, Adams and Mifflin.

And the following Counties of New Jersey:

Gloucester, Salem, Atlantic, Cape May, Burlington and Ocean. Address,

**KIRK BROWN,**

No. 18 So. Broad St., - - - Philadelphia.

Send for Catalogue of '89 wheels; the new Volante Rear-driver.



# The Springfield Roadster Bicycles

**Hold the World's Records.**

|       |                                         |      |
|-------|-----------------------------------------|------|
| No. 1 | Wheel, plain and cone-bearing, 50-inch, | \$75 |
| No. 2 | " ball-bearing, 50-inch, - - -          | 100  |
| No. 3 | " plain and cone-bearing, 46-inch,      | 75   |
| No. 4 | " ball-bearing, 46-inch, - - -          | 100  |
| No. 5 | " ball-bearing, 50-inch, - - -          | 110  |

This wheel has tangent spokes and hollow rim.

|       |                                     |     |
|-------|-------------------------------------|-----|
| No. 6 | Wheel, ball-bearing, 46-inch, - - - | 110 |
|-------|-------------------------------------|-----|

This wheel has tangent spokes and hollow rim.

|       |                                                                    |     |
|-------|--------------------------------------------------------------------|-----|
| No. 7 | Volant Safety, 31 and 30-inch diameter wheels, ball-bearing, - - - | 115 |
|-------|--------------------------------------------------------------------|-----|

Speed,

Safety,

1889

Catalogue Now Ready.

Sent Free.

Beauty,

Durability.

**SPRINGFIELD BICYCLE MFG. CO.,**

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Headers Impossible.

Best Hill-Climbers.

THE WAY **NEW MAILS** ARE ORDERED  
BY THE DOZEN AND MORE.

NASHVILLE, TENN., WHEELMEN. All New Mails.



## CORRECTION.

In a former issue we presented this same picture and inadvertently used the word Club instead of Wheelmen as above, as the party sending the picture unsolicited by us was an officer of the Nashville Club. The intent of the advertisement was to show the popularity of the New Mail in Nashville, and that the whole sixteen were on New Mail wheels. This is true, and even more were ordered from that city, and not in this representation, and their testimonials are in our catalogue. But as this petty and trivial difference of wording, which has no significance whatever in relation to the New Mails in Nashville, was deemed important enough by a competitor to devote a whole page to throw discredit on our statement and on our wheel, we desire, as we always do to correct anything not strictly right at first, leaving the reader to judge as to the trade courtesy in the matter.

Our Splendidly Illustrated Catalogue is now out of press. Send for it—showing the specialties of our New Mail Safety and of the Ordinary, which has had so great success.

**WM. READ & SONS, 107 Washington Street,**

**- - BOSTON.**





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— BY —

**THE BICYCLING WORLD COMPANY,**  
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## TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the *Bicycling World Co.*

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

## EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 15 FEBRUARY, 1889.

THE Stanley show takes up some of our space this week and the concise and chatty account of same will no doubt be read with interest by all. The summing up seems to show that the safety in all its forms is more secure than ever in the public estimation. A decided and popular move will be felt this season toward the ordinary on the rational lines, to what extent this movement will obtain time only can tell.

The tricycle has no doubt been relegated to a "bad third" in the public esteem, the "beetle" bicycle having shouldered out the three wheeler in the estimation of those who crave safety and comfort. We note in the reports the handles of safeties are brought further back. No one knows better than we how extremely uncomfortable it is to ride with bent back when not racing or on a scorch, and we note the change with pleasure.

AT home and abroad the question of legislation on road improvements is constantly asserting itself in a most gratifying manner. In the Official Department of this paper the bill for the improvement of highways as introduced into the New Jersey Legislature is printed in full and is worthy of close perusal of those who are interested in this vital question.

Here in Massachusetts the Legislature Committee on Roads and Bridges gave a hearing to those in favor of, and against a better condition of things so far as better highways is concerned. The hearing was conspicuous by the absence of a single dissenting voice.

Gov. Ames in his inaugural to the Massachusetts Legislature urged special action in the matter and on his behalf appeared Messrs. Home and Dressor asking for some legislation which would bring about the desideratum. Chief Consul Emery on behalf of the League spoke earnestly in favor of some measures while Messrs. Slocumb, Perkins and J. S. Dean also spoke on behalf of the general public. The speeches were telling ones in every case and we are sincerely hopeful that the results will be up to our expectations.

From Missouri comes from the cheering news that the good work is being pushed there and we can do no better than give the report itself as it comes from the pen of our correspondent "Linneus."

"After a great deal of hard work a road bill has at last been introduced into the Missouri Legislature by Senator Carleton. The bill provides that when a majority of the resident tax payers of any county in the State shall petition the County Court for the levying of a tax for the purpose of opening or reopening roads in lieu of labor to be performed on the roads, the court shall levy a tax not to exceed the amount levied for State purposes, to be extended on the tax books and collected as other taxes, the same to be paid into the county treasury. The county shall be divided into road districts by the County Court, regard being had to Congressional townships and section lines. Road overseers shall be appointed and required to give bond, and it shall be their duty to let all road work out under order and by direction of the County Court.

## UNITED WHEELMEN OF KANSAS CITY.

YESTERDAY was a red letter day for the Kansas City United Wheelmen. We have had some elegant stag affairs here during the past six months, but not until last night did the bright eyes and soft voices of the fair sex blend with the cycling entertainments of the local wheel club. In short, we are beginning to branch out into the social side of cycling, and the first "branch" was a beauty. The house was lit up from basement to garret; smilax, flowers and evergreens festooned the various points of vantage, and light-hearted couples glided over smooth canvas to the strains of one of Kansas City's crack orchestras. The boys are not done smiling yet—the recollection still throws its glamour over their work-a-day world—and the girls (bless their good-natured and light-hearted individual and collectivities) are already figuring on how many days must elapse before the dose is repeated.

It was supposed to be an informal affair, but the opportunity to appear in the striking combination of dress coat and vest, latest style of shirt, knee pants and pumps, was too much for some of the boys to withstand. Among the rule breakers in this respect were Boyd, Custiss, Ceburn, Seymour and Jones; but I can't blame the boys very much, as they certainly showed off their Apollo-like forms to elegant advantage—but for his "specs," indeed Boyd would have looked like a second Adonis. The irrepressible Haynes of course got in his "Bing-Binger" song, as well as his Emmett imitation; Green gave some of his inimitable brass-whistle solos, and the club chorus discoursed the favorite ballad pertaining to the growth of potatoes in a legendary burg known to song as "Mau-mee." Supper was served at 11 P. M. and dancing continued until 1 A. M.; but even after the tired musicians had gone to seek repose, a few enthusiasts of both sexes, loath to tear themselves away, continued the dance to the strumming of amateur music.

ERRATIC QUILL.

Kansas City, Mo., Feb. 8.

## THE CENTURY SMOKER.

WHEN Century smokes, she does it with a vengeance, and although the glee club cannot do themselves justice, by any means, yet the smoke of the odorous weed curls around the club rooms in clouds thick enough to cut. At the second of their winter entertainments, last Thursday evening, the club house was thronged with members of the club and their invited guests, and although the reception room was closely packed with chairs, only about two thirds of the club were able to witness the programme satisfactorily. An excellent entertainment was given, opening with music, and sparring by Messrs. Allen and Steinmetz, three-minute rounds, followed by glee, "Vintage Song;" duet, "The Pilot," Messrs. Schill and Knipe; fencing and single stick exercises, Professors Austin and Kain, which, as they waxed warm, brought down the house, over their clever work; solo, "Heather Bell," Mr. Knipe; sparring Messrs. Kain and Byrne, which instilled a most wholesome respect for the latter in the minds of his club mates; glee, "Beware;" solo, "On Very good Terms with Himself," from "The Lady or The Tiger," rendered in fine style by Mr. Bretz, of the Pennsylvania Club; solo, "Yeoman's Wedding Morn," Mr. Schell; recitation, Mr. Weil. Refreshments were served during the evening, and the presentation of the club mileage medals was made during an interlude. For the highest mileage (Mr. Flemming not competing) J. L. Bromley took first prize, with 3943 1-4 miles; W. G. G. Speier, second, 3130 and F. G. Strassburger, third, 2394; while C. Lulzner was awarded a medal for the greatest number of days ridden, he having been out 209 days during the year. Representatives from all the principal city clubs were present, and the Centurions have scored another success. Application was made last week, to the court, for incorporation, for the better purpose of holding property etc. Mr. P. Collins also broached the subject of lady membership when they get into their new house, advocating it in a forcible manner, which should not fail of its effect on his club mates as it would greatly add to the social life of the club. Goodby, Century; Come again, next time!

"ARIEL."





## NEW YORK.

## "HAWKSHAW."

It has long been a theory among scientific observers, that for some unexplained reasons the affairs of life move in cycles (no pun). For instance, a railroad disaster is at once followed by several more; a conflagration sweeps over some city, and is called upon to report others of the same kind within a few days or weeks. So when each recurring interval has passed will the same performance be repeated. As like is claimed to cure like, so does like, as a rule, produce like. The same causes under similar surroundings produce the same effects. An example of the foregoing statements is strangely exemplified in the twin performances of two brothers here against two brothers who employed them. I am informed that the individual who for some time acted as a bookkeeper for a gentleman here in the cycling trade, and who, while in that capacity, used nearly \$1400 of his employer's money to buy faro chips with; had a brother who was employed by the brother of the bicycle dealer, in a similar position to that of the \$1500 chip charmer, and he, too, mistook his employer's money for his own, and never discovered the fact till an expert kindly went over his books and placed the amount at nearly \$15,000. The only difference in the whole affair seems to be that one took ten times as much as the other, but that is accounted for by his being older and therefore having had more experience, but in Ludlow street jail, where they are both now residing, there is no difference shown between the \$1500 brother and the \$15,000 one. But it's a queer combination of circumstances at that.

THE Riverside Wheelmen, being incorporated last week, gives some color to the rumor that they are stricken with an attack of the club house fever now so prevalent in cycling circles in this vicinity.

THE New York Club think they have an awfully good thing in possessing that handsome house of theirs in the midst of Gotham's Belgravia, and in consequence of this opinion, and in recognition of the fact that good things always come high in New York, they have decided to raise their initiation fee to \$25 when their membership reaches 150. They have now 135, so the advance is not far off it would seem.

AN Associated Press dispatch from the West declares that "Senator Morgan of Colorado" offers to wage \$1000 that Louise Armaingo gets away with the woman's bicycle race being held this week in Madison Square Garden. The atmosphere of Colorado has long been known to have the peculiar effect of enlarging in appearance any object viewed, but the exact ratio of enlargement has never before been discovered. It is now fixed at one thousand, since it must have this power to enable Morgan to look at a dollar bill until it magnifies to one thousand, and then carelessly offer to bet it all on Louise. The "Senator" ought to profit more by his experience; he should know that "sure things" in wheel races sometimes go wrong.

It does not often happen in the affairs of life that it falls to the lot of the child to succeed where its elders have failed, and yet that very unique state of affairs was clearly demonstrated on Friday evening last. I think it was in the early part of February, 1883, that the then enthusiastic handful of cyclers here were electrified by the announcement that a cyclers' ball was to be given. Great was the anticipation of the event by the wheelmen, and tickets were sold to them with the rapidity credited to the disappearance of "hot-cakes." When the eventful night at last arrived it was cold, disagreeable and rainy, in fact it was a very "cold night" for the crowds of lightly clad wheelmen who, with their fair friends, shivered and shook, as deluged by the downpour they awaited the opening of the hall at which the ball was to be given. But the ball that they looked for never came. The managers had decamped with the funds, and the owner of the hall said, in the laconic style of the West, "no mon, no fun," and as the wheelmen had not the former, they obtained none of the latter, and went wet and weary homeward, with the kindest of kind thoughts and expressions for the temporal and future welfare of that absent manager. Now this was the first attempt and failure at a cycling dance in this village, and the sponsor of the affair was the then flourishing organization, the

Manhattan Bicycle Club, now dead, gone and almost forgotten. After this many attempts at such affairs were made, but no great successes were achieved, though the Ixions did succeed in making their private club affairs a go. This is ancient history as cycling history goes, so now for something a little more contemporaneous. On last Friday evening, however, it became the pleasant duty of the Manhattan Bicycle Club of to-day, for the second time, to make a success of an affair that the namesakes had failed to do years before. It was the second annual reception of the club at the Lexington Avenue Opera House, and if one could judge anything from the happy countenances of their numerous guests, it would have been an easy thing to get an aye vote that would have been unanimous, had they been called upon to answer the question as to whether they had enjoyed themselves. It was artistically, financially, socially, cyclingly and theatrically a most pronounced success, and reflects credit upon the cause of the club. Much of the credit of this affair is, as usual, due to Mr. Charles A. Sheehan, the indefatigable Secretary of the Manhattans. The programme, among other novelties, introduced for the first time the "Manhattan Bicycle Waltz," composed by my old friend, Jay T. Knecht, and no further proof of its tuneful excellency is needed than the mere statement that Mr. Knecht is the composer of it.

## CHICAGO.

## THE "STROLLER."

RUMOR has been busy once more, and this time I have been told that there was trouble ahead in the Chicago's camp, arising partly from giving up the down-town club house, this causing dissatisfaction among the old Chicago members, and also that Skinkle and Randall were at logger-heads, and two factions now existed in the club, one headed by President Skinkle and one by ex-President Randall; and a bitter faction fight was inevitable between the old Fort Dearborn members, while the old Chicagos were interested spectators. I hardly believe this, as only this week I saw our President and ex-President in a very friendly conversation at the club house, and they seemed to be on the best of terms. The regular monthly meeting Monday night will tell the story.

THE Illinois have added a very fine library to the many attractions in their club house already.

THE Illinois Club has a fine social programme laid out for the next six weeks, beginning with a euchre party Friday evening.

RIGGS tells me he has been in great demand by several bicycle agencies for the ensuing year, but he has decided to stay with the Pope people.

THE Douglass Club claim a membership of fifty, with applications daily; and what is better still they have a surplus of \$300 in their treasury.

THE Chicagos held a very pleasant progressive euchre party at their club house Thursday evening, some forty couples being present. Mrs. Sanxay and Mr. F. J. Pike were the prize winners.

WHAT's the matter between Seig and Roe? I notice in last week's *Referee* that Charlie is trying to stir up bad blood between Roe and Temple as to who is manager at the W. A. & C. Co. Careful, Charlie, or Tom will be after your scalp.

THE tournament is progressing finely under the management of Mr. Miles. Another meeting has been called for Feb. 20th, 8 P. M., at the Grand Pacific Hotel when all details will be arranged by the committee having the same in charge. The date of the opening has been fixed for May 6th.

TEMPLE was at one time an honorary member of the Chicagos, and I am told that he is now; and still the Chicagos claim to be an amateur organization. How is this? Or do you think that if Ehlert, of the Illinois, is allowed to remain in the League that Temple's honorary membership does not count?

ON the 18th the grand raffle of a New Mail, a spring overcoat and many other articles useful to "ye wheelmen," will occur, and the way the Lincoln men are selling tickets assures a large addition to their bank account. They are also talking up an annex to their club membership, in the shape of a ladies' division.

CAPTAIN DAVIS threatens to change his mount this year, owing to the change in the Star agency here.—"Doc" Gibson withdrew his letter of resignation at the last moment, and all is peace for the present on the West Side.—The Illinois Club fired nine members recently for non-payment of dues. They do not believe in carrying a lot of dead wood over there.

THE South Side Tricycle Club held their second annual dinner at the Hotel Florence, Pullman, Friday evening. Some thirty couples were present. President Langworthy did the honors at the head of the table. Grace having been said by the Rev. Dr. Delafield, a most sumptuous repast was served, after which dancing followed,



until the eleven o'clock train left for the city, bearing a merry and enthusiastic gathering of cyclers.

SPOONER, of the Lincolns, has appeared on the streets with a brand new wheel, and says that he will win the Pullman road race on it.—Oliver is East, and will remain until after the official meeting of the L. A. W. in New York, he being a delegate of the Illinois Division.—The Illinois members grow restive at not seeing themselves mentioned as the "boys," or the "youthful West Side club."

SAUER, the North Side flyer, has recently joined the Illinois, and now they say that with Ehler and Sauer in their racing team their North and South Side neighbors will be in the soup this year. We shall see.—Mason, who won prizes put up by his club valued at between thirty and forty dollars, very generously donated the money to the club, refusing to have them spend any money on prizes for him.

THE Pastimes expect to have fifteen representatives in the Pullman road race and say they will surprise some of the contestants at the finish. I have been told that St. Louis will be invited to take a hand in the race this year. I hope this is true as they seem to hanker for road races in that burg.—Quite a body of local wheelmen attended one of our down-town theatres one evening last week and gave Prince Wells, who was doing his act there, a rousing reception. It is needless to say that it was appreciated by the recipient. I tried to talk up "League meet" here this year, but the generally expressed opinion seems to be "wait until next year, when we will be in condition to entertain as royally as did our hospitable St. Louis neighbors."

#### KENTUCKY TIPS.

##### "BOURBON."

As the Mussulman turns his face to the East, and devoutly murmurs "Great is Allah, Allah only is great," so I, turning my face to the East, murmur "Great is 'Hawkshaw,' 'Hawkshaw' only is great." "Hawkshaw" is admittedly by far the most brilliant contributor to the columns of *the WORLD*, and my admiration of and respect for his genius are sincerely genuine. It is really too bad that he should ever be afflicted so sorely with the pain he speaks of enduring when compelled to read a contribution from "ye back-country wheel correspondent." For humanity's sake the "Willie wheelers" should be suppressed.

HERE is greeting from the L. C. C. to all our quondam associates, and may the new year bring them happiness, health and wealth.

JUDGING from the way the manufacturers are booming safeties the prediction made some time ago by a writer in the *WORLD* that "the days of the ordinary are numbered" is about to be verified.

THE annual election of officers of the L. C. C. was held lately. Most of the old officers were re-elected. The meeting was held at the residence of C. G. Lucas. Under the head of new business the club was invited into the supper room to partake of an elegant wine supper. After adjournment we returned to the head of unfinished business, retired to the supper room again, and finished the business. Three applications for membership were received.

DENVER, "Occasional," makes mention now and then of Jos. L. Gard. That's our "Jo-Jo," lovingly so called on account of his personal beauty. Joe played us a neat little trick once, when out for a run to a neighboring town. As we approached within seven or eight miles of our destination he asked the boys to ride slow, as he wanted to stop at a farmhouse, just around the next turn of the road, to see a man, and away he went and was soon out of sight. While the boys were loitering along, wondering what was keeping Jo-Jo so long, that astute individual was streaking it at a fifteen-mile gait far ahead, and when we finally reached the village, there was Gard, sitting serenely before the inn, surrounded by an admiring crowd of natives, whom he had told, in answer to their inquiries about the rest of the boys, that "they would be along presently; he didn't like to ride slow, and they couldn't keep pace with him." The Denver boys had better keep a sharp eye on Jo-Jo.

THIS is the time for reminiscence, and as I look back over the past year I recall quite a number of our associates who are with us no more—none, fortunately, removed by death, but many of our best riders have sought new homes. There is Francis Noriego, the genial Spaniard, who went to New Orleans last spring, and popular, handsome E. R. Turner, now living in Hartford, Conn. Denver, Colorado, now claims as her own four of our old timers, a quartette she may well be proud to possess, J. L. Gard, John Adams, our own dear Jack, Sam Wells, brother of the well known Prince, and Horace Beddo, who could tell so many wonderful experiences. He was never dubbed the "club liar," for his stories possessed the uncommon merit of being true. Here's a sample: Starting one day to ride across a small stream, he had reached the centre when he observed the bed of the creek beyond, to be covered with loose stones, making it impossible to ride further. He

came to a stop, did the stand-still while he removed his shoes and stockings, stepped down and waded to the opposite shore in safety, pushing his wheel before him. This feat was witnessed by a farmer, a fisherman and an owl, and cannot be gainsaid.

#### BUFFALO.

##### "MERCURY."

THE Ramblers Bicycle Club's fifth assembly Thursday evening proved a decided success in every way. The stage was tastefully decorated with rare potted plants, and in the middle neatly trimmed with smilax was Louis Bruch's bicycle, made famous by his century run the past season. Cleverly hidden behind the plants was Kuhn's orchestra, discoursing the choicest dance music. There were fully 150 couples on the floor, and it is needless to say all enjoyed themselves to their heart's content. "These cyclers are such jolly entertainers," remarked a sensible little lady. One of the pleasantest events of the evening was the presentation of an elegant gold watch chain and charm to John S. Kellner. On some pretext or other Mr. Kellner was called upon the stage, where he was met by Mr. Bruch, who spoke as follows: "It is just four years since the Ramblers' Bicycle Club was organized, and the ball this evening is given in celebration of this, our fourth birthday. We are very young, but very vigorous, our membership during the past year having tripled, numbering now 84. In this month of February, three years ago, fire destroyed the home and property of our club; this was our first 'header.' It was in this darkest hour of our existence that we gave control of the handle-bars to a new President, John S. Kellner, and now that he has guided our course into the smooth, broad path of success and retired from office, the members have thought the occasion a particularly fitting one in which to express our esteem and brotherly regard to this tried and faithful officer. It is therefore on behalf of my fellow-members, who know and like him, that I present this chain and charm to him as a tribute to his zeal and well-directed efforts in building up our club, and hope that in future years it will link pleasant recollections of the givers." Mr. Kellner, although very much affected, responded, returning sincere thanks for the substantial tokens of esteem and friendship. The gift is a very handsome affair, the chain is of Isham's latest pattern, and the charm has, on one side a cut cameo, and on the other a wheel mounted on a dark stone with a diamond in the centre; inside is a gold plate, bearing this inscription: "John S. Kellner, from the Buffalo Ramblers' Bicycle Club, Feb. 7th, 1889." The programme contained twenty-one numbers, and the dancing lasted until late. Much credit is due to the Executive Committee, consisting of L. Bruch, J. J. Wirtner, O. H. Sauerwein, W. L. Hughson and A. L. Prentiss, for the successful outcome of this affair; as well as to the Reception and Floor Committees.

THE "Zigzags" are negotiating with the Park Commissioners for upper floor of the Park refractory at the front. Success to them.

"BILLY" HUGHSON is still waiting for the return of his wheel, so playfully (?) taken by Senator Carlyle's son (?). Perhaps "Billy" likes to wait; no returns as yet.

THE Ramblers will be represented at the meeting in New York by W. O. Graham and Jos. J. Kane.

#### GEORGIA.

##### "RAMBLER."

NOT long ago I wrote the *WORLD* a letter, and in it stated that while Northern cyclists were tramping around in rubber boots and under umbrellas, through snow and slush, we fellows of the South were riding about, the same as six months ago—or enjoying the bloom of the flowers and orange blossoms, while the bees and birds were humming and singing all around us. Things were just that way when I wrote, and finer weather than we were having then is not known. But one morning, a few days later, the air began to grow suddenly cold; the sky was filled with dark grey clouds, pouring in from the North, and the wind moaned through the trees and around the corners of the houses in a way dismal enough to make one feel afraid of—he knew not what, but as if something terrible was going to happen.

I took my wheel and started out to see the result—if there was to be any. I met Lou Powers, the new Southern champion, and together we rode out to the Central City Park. We found it absolutely deserted; not a human being was to be seen. The great water oaks and pines were alone in their solitude; the long white walks were deserted. Occasionally we saw a flock of scared birds, as they rapidly winged their way further South, passing over the tree tops like shadows, harbingers of the coming storm. Soon the snow came dashing into our faces as the gusts carried it hither and thither.

THE wind began blowing a regular gale; the white snow filled the woods; came sweeping along the walks like hissing steam; it



struck us in the face like sharp needles until we had to turn back to. The sight of another rider, coming through the trees on a big full-nickel made him look like some spectre wheelman, grim and gaunt, and there were mutual expressions of surprise when each learned that the other was out "just to see how it felt to be out riding in a snow storm." Soon one of the fellows proposed that we go up town and have our pictures taken, "on our wheels in the snow," and we started up immediately, but when we reached the photographers it had stopped snowing, so the scheme fell through.

THE Central City Wheelmen are preparing for a tournament, to take place next May.

## BALTIMORE.

### "NORVAL."

THE cycle clubs of this city are booming at the present time, and efforts are made to increase the membership of the Maryland Division of the L. A. W. Matters have improved somewhat of late with the Rambler Club. Five new members have been taken in and it now looks as if the club would blossom out in early spring with renewed energy and activity pervading its ranks.

THE Baltimore Club gave another dance on Friday evening. A good attendance was present.

THE Centaur was two years old last Friday. They celebrated the event by a social gathering of the members at the club house on East Lombard street in the evening.

A REGULAR meeting of the Hagerstown Bicycle Club, of Hagerstown, Md., was held Monday, Feb. 4th. In addition to the routine business transacted, the proposition to hold an entertainment, a meet and races was discussed, but no action was taken.

It is stated that Chief Consul Albert Mott has sent to England for a tandem safety, but if he wants to be the owner of the pioneer machine of this kind in the Maryland Club he will have to get his machine quickly, as one of the Columbias has been ordered by another member.

At the last meeting of the Baltimore Club objections were made to awarding the long distance gold medal for the season of 1888. W. C. Breckenridge, who claims to have made 4051 miles during the season, will get the medal if he can prove that his record is correct. At the same meeting it was decided that hereafter applications for membership shall be entirely in the hands of the Executive Committee.

V. S. EMMERSON, a member of the Baltimore Club, met with a serious accident not long ago. He was riding his nineteen-pound racing wheel out Eutaw Place, when a boy riding a small machine unexpectedly turned the corner. Mr. Emmerson took a header which landed him on the hard asphalt surface with considerable force. His wheel was wrecked, and he sustained severe injuries. After a few days he was able to attend to business.

A PARTY of members of the Maryland Club visited Philadelphia last week, and speak well of the trip. They were met at the depot by members of the Philadelphia clubs and escorted to the Colonnade Hotel for supper, and afterward to the Philadelphia Club house, where they were pleasantly entertained. On the next morning they were taken by about twenty members of the Philadelphians on a run out Montgomery avenue to Bryn Mawr, returning by way of the celebrated Lancaster pike, which they characterize as the most perfect road in existence.

## NEWS

### AND COMMENT.

WHEN a member of a certain cycle club in Covington, Ky., decides to marry, and can get a girl confiding enough to say "yes," his club mates band together and pay for the license. In fact it is one of the inducements held out for a man to join this particular club. We hear that the "opposition club" goes this "pioneer" club "one better" in the shape of additional inducements in the form of rubber rings, rattles, and other infantile gear.

NOW is the time to advertise your last year's mount for sale.

PRESIDENT LUSCOMB? or President Jessup? or President ———?

NEXT Monday the politicians of the League will be on hand in force in New York.

THE Maine Division L. A. W. will hold its annual meet at Biddeford on May 30th.

THE Cambridgeport (Mass.) Club will disport themselves at a fancy dress ball to be given some time next month.

No less than six papers speak of the coming annual officers meeting in New York as "the first meeting of the L. A. W.," etc. Such is false.

ADVERTISERS should remember that our large March edition will

be a splendid medium for presenting their claims and goods to the notice of our large constituency.

THE Springfield (Mass.) Bicycle Club is going out of the minstrel business, and any club desiring to obtain the "properties" cheap had better put in its bid early.

HEREAFTER any member of the Cambridge (Mass.) Club found guilty of dallying with the festive poker chip will be "assisted" in his retirement from club membership.

WE notice that the San Franciscans do not believe that George Gould rides an aluminium bicycle, with diamond ball bearings. It is strange how incredulous some people are.

THE English cycling papers are corpulent and ponderous editions this week. From eighteen to twenty-five pages of each paper are devoted to exhaustive but somewhat tiresome descriptions.

CHARLES PYNE, formerly manager of the Woodstock (Ont.) Amateur A. A., has resigned from that organization and has gone to Montreal to manage the cycle department of the Montreal Athletic Association.

THE Overman Wheel Co. are out with a very tasteful circular announcing that their wheels are now on exhibition at No. 182-188 Columbus avenue. The store will be open on Washington's Birthday, and all are invited to call and inspect.

WE hear that Louis Harrison is somewhere secreted in New York, and that when he does appear it will be to hurl a literary effort on to a waiting and expectant public, the reception of which, 'tis said, will insure the brilliant Louis permanent fame and fortune.

MR. I. J. BROWNING of Albany, N. Y., will act as Mr. Maltby's advance agent in his Australian trip. Maltby will appear in Chicago, Salt Lake City and San Francisco before sailing. He will stop one week in Honolulu, S. I., sailing from San Francisco April 1st.

BARBER, the trick rider, goes to Paris, France, to fill an engagement; Maltby, the expert, goes to Australia. America is again robbed of all its representative wheel jugglers. Oh no, we forgot, Temple is out West, and so we are not yet utterly without the cheering presence of a good trick rider.

THE Boston Bicycle Club and the newly formed Town Club will jointly occupy the house being fitted up for them located on Boylston street, between Washington and Tremont streets. "The old and the new" will prosper in their joint occupancy, as the location is a splendid one and very convenient.

SENATOR INGALLS says it is a base slander accusing him of remarking that if he had his way he would use a howitzer to blow to pieces every cyclist that rode a machine. The apology is accepted, and the Senator is absolved from the charge of wishing to use a "howitzer;" perhaps he said a "mitrailieuse."

THE offer of the *World* and *Texas Siftings* to new subscribers for \$2.00 has been extended to March 31st. We also will continue to furnish *Siftings* to present subscribers for \$1.25. These offers have proved a great catch, and the publishers of *Siftings* as well as ourselves are much pleased with the results. Keep 'em a-going.

AN Omaha paper in reporting "Senator" Morgan makes that worthy insert and drop his "hs," in the way popularly supposed to be the failing of cocknies. Now this is wrong, dead wrong; the "Senator" is nothing if not elegantly correct in the use of polished English. We have not heard where the poor reporter was buried.

THE Harvard Bicycle Club is seriously thinking of giving a one-day race meet during next May. Among the events will be an interscholastic and an intercollegiate race. The races will all be short, except a three-mile handicap with a 400 yards' limit, for which prizes of extra large value will be offered. There will be two or three prizes in all the races.

PRESIDENT MILLS, of the Columbia Club of North Attleboro', Mass., entertained his club fellow members two weeks ago at his home. About fifty guests were present. The evening was pleasantly passed in listening to music, both vocal and instrumental. At 10 o'clock an appetizing collation was served. The Columbias will give a grand ball in March sometime.

At a meeting of gentlemen interested in a great Century run for 1889, held at the Citizens Bicycle Club, New York City, on Monday evening, Feb. 11th, eighteen clubs were heard from and the management was placed in the hands of a Committee of five, representing New York, Brooklyn, Newark, Orange and Plainfield. Due notice will be sent of route, dates and all other particulars.

EVIDENTLY the decoction known as Jersey lightning has found its way west as far as Kansas City. Witness the following "A story is told of one of the prominent wheelmen, who shall be nameless, that he borrowed a machine one Sunday for a club run. After a pleasant ride over hill and dale he took advantage of a long incline



# THE EAGLE BICYCLE.

THE WHEEL OF '89.

A Practical Rear-Driven Safety, without Sprocket Chains,  
Levers, Clutches, or extra friction of any kind.

AS LIGHT AS THE "ORDINARY."



BALL BEARINGS EVERYWHERE.

SIMPLE DIRECT CRANK MOTION.  
No Complicated Mechanism to get out of order.

The "Eagle" is a wheel of the highest grade, both in quality of material and finish. It is built entirely of steel, either forged or drawn. We Guarantee every machine, and will replace without charge any part returned to us within a year which shows signs of imperfection in material or workmanship.

All letters of application and inquiry which have been written us will be duly answered. It has been impossible for us to reply promptly to a correspondence of over five times what we anticipated. Agencies for the EAGLE are now being established with the leading dealers in many of the principal cities and towns, and machines will soon be on exhibition and sale at their places of business. Also a full line may be seen at all times at our central office at Stamford.

LARGE ILLUSTRATED CATALOGUE FREE.

**THE EAGLE BICYCLE MFG. COMPANY,**  
STAMFORD, - - - - - CONNECTICUT.

Mention this paper.



# Our 1889 Catalogue

will be issued on March 1st, and will include all the latest Novelties for the coming season.

*Send your name and address and a copy will be mailed free.*

A Sample of our new Ladies Swift Bicycle can be seen at our Show Rooms,  
239 COLUMBUS AVENUE.



THE · COVENTRY · MACHINISTS' · CO., · LD.,

239 COLUMBUS AVENUE,

BOSTON, MASS.

|          |                                                                                                                                                                                                                                                                                                                                                                                       |                    |
|----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| WARWICK  | <p>CATALOGUES NOW READY.</p> <p><b>THE WHEELS FOR 1889</b></p> <p>ARE</p> <p>THE <b>Warwick Perfection</b> BICYCLE</p> <p>AND</p> <p>THE <b>Warwick Perfection</b> SAFETY.</p> <p>WHEELMEN LOOK OUT FOR THEM.</p> <p>≡ Agents * Don't * Get * Left ≡</p> <p>WRITE FOR DESCRIPTION.</p> <p>LOOK OUT FOR THEIR TANDEM BICYCLE.</p> <p>A. KENNEDY-CHILD, Superintendent of Agencies.</p> | CYCLE              |
| MFG. CO. |                                                                                                                                                                                                                                                                                                                                                                                       | SPRINGFIELD, MASS. |



and coasted down. Just as he was trying to appear particularly graceful, on account of a couple of ladies in a buggy, his tire came off and he got a beautiful header. Looking back at the machine, he saw what he thought was a snake, and earnestly begged the ladies the loan of their buggy whip to drive the reptile away."

### THE FEMALE RACERS IN NEW YORK.

UP to and including Wednesday night the female riders' score at Madison Square Garden was as follows: Stanley, 306 miles; Von Blumen, 292; Arinaido, 132; Woods, 248; Brown, 139; Oakes, 238; Baldwin, 291; Hart, 234; Snallor, 256; Lewis, 247; McShane, 178.

### ROAD IMPROVEMENTS OF GEORGIA.

I KNOW the leaders of the good work of having the roads of this country improved will be pleased to learn of the success with which we are meeting down here. A copy of the following letter has been sent to the ordinary of each county, and published in the leading papers of the State:

"The following is a call for a Road Congress:

We, the undersigned, citizens of Georgia, being deeply impressed with the imperative necessity for a permanent system of permanent improved common or public roads in the entire State, hereby unite in a call for a Road Congress, to assemble in the city of Atlanta, on Wednesday, May 22d, 1889, to consider the subject of improved roads in all its aspects and bearings in order to digest and formulate a judicious and economical system. We hereby extend a cordial invitation to every county in the State to send up the most enlightened and practical citizens to take part in the deliberations of the Congress. The basis of representation to be double the number of representatives each county has in the General Assembly. We urge each county to meet and select representatives to the Congress at an early day."

In another part, the ordinary is asked to answer the following questions, that the total costs, etc., may be footed up:

The following are the questions to which answers are desired: Number of miles of dirt roads in county.—Number of days consumed in working the road. Number of hands and cost.—Cost of keeping up bridges.—Number of misdemeanors or convicts.—Number of felony convicts.—Cost of Courts.—Rate of county taxation.

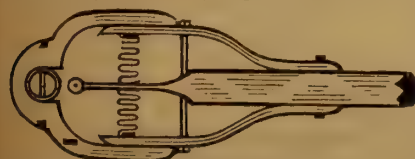
Judge Wiley delivered the above to Clerk W. G. Smith, of the Board of County Commissioners, to furnish the necessary information and forward it to Atlanta.

The proposed Road Congress is an excellent move, that should be heartily encouraged, and the Congress should be largely attended. The subject of good roads is a great question, one full of importance and of vital interest to every community and its people.

RAMBLER.

### THE CORRECTING OF THE SENSITIVE STEERING OF SAFETIES.

WE have before us several letters asking, to quote one correspondent, "If any plan has yet been adopted by which the extreme sensitiveness of the rear driver has been overcome." While we think use will reduce this objection to a minimum, and while the majority of the modern and later wheels can, after a little practice, be ridden without hands, still the objection does exist among some, and we therefore take pleasure in presenting a cut and description of a device patented by A. J. E. Readie, of Providence, R. I. We have had occasion to refer to this device before, but we now can give particulars as to the claims of the inventor.



The cut, together with the following, we trust will make the idea plain. It consists of a U-shaped clutch, which is attached by a pivot to the steering head just over the front fork, and in front of the cone bearing steering centres. Attached to the backbone, a few inches back of the neck are

two curved pieces of flat spring, made to fit close just inside the aforesaid U-shaped piece. From the inner surface of each of these two pieces or S springs, are spiral springs, one end of which presses against the inner surface of the S spring, and the other ends on each side of the neck.

To the V-shaped clutch is attached a rod similar to a brake rod. This extends up to the handle, and a regular brake lever is attached to work on opposite side of that used by brake. When not in use the U-shaped clutch is lifted by means of the lever so that it disengages the parts attached to backbone, but when it is desired to use the device the lever is pushed down, the two parts engage, and the machine at once becomes automatic in steering. The springs are stiff enough to hold the machine in a straight line, and yet not stiff enough but that it will easily obey the rider's touch, and on passing over obstacles this gives sufficiently to insure a proper balance. To those who are annoyed at the sensitive steering of their safety this device is worthy of notice. It is quickly fitted by any mechanic. It can be attached to almost all the different makes. For further particulars address Arthur J. E. Readie, Pawtucket, R. I.

THE Western Arms Co. of Chicago, will handle Singer, Coventry, New Rapid and Star Machines. This concern has opened a riding school for both ladies and gentlemen and on each Friday from 9 A. M. to 6 P. M., Temple gives an exhibition of trick riding.

THE Warwick Perfection Cycles will be handled for the Northwest by C. F. Stokes, 293 Wabash avenue, Chicago, Ill., for the Southwest by D. Snitzer, 1012 Olive street, St. Louis, Mo., this gives Kennedy Child two of the finest depots in the country, and judging by the way the factory at Springfield is running night and day the wily K.C. is putting in big business.

### THE STANLEY SHOW, 1889.

[SOME of these cuts used in this article have been reproduced from *Bicycling News*, drawn by George Moore.—Ed.]

WHEN your instructions came, Mr. Editor, some weeks ago, to send you a general article on the great show and warning me to confine myself to the description of of articles and novelties of real practical value and of interest to American readers, I imagined that I appreciated that I had a job cut out for me not easy of performance. I say I appreciated it. Well I will say I thought I appreciated it fully, but I confess my thought fell far short of the realities, and when for the first time I entered the Crystal Palace and saw the enormous display of machines and accessories, my courage failed me. How to separate the old from the new, the useful from the curious, or in other words, the wheat from the chaff.

A ray of light in the instructions you sent me to find out the general trend of the cycle trade and the public demand, relieved me somewhat, and on those lines I determined to pen my report. As a preamble, it may be of interest to your readers to know that twelve years ago the Stanley Club first put forth the idea of holding an annual exhibition of cycles. Those who, with me, can look back on all the annuals from the first to the present cannot but be overcome with the thought of the magnitude of the show of 1889 as compared with the initial affair. The Stanley Show has become a fixture, and is now looked on by the trade and the riding public as a necessity.

The first impression that strikes the visitor is the fact that the safety is now considered on a par with the ordinary, so far as a recognized demand by the riders is concerned. A closer and more detailed examination of the exhibits show that the principal of the diamond frame in its different forms is almost universally adopted. Quite a number of new devices (and a good many old ones modified) to take up vibration were noticed. Some of them appeared to have merit, and some of them the less said the better.

Last year a comparative few of the manufacturers showed ladies' bicycles, but this year not a single manufacturer of any prominence but that has a pattern of this style of machine to exhibit. Another feature in the dwarf cycles was the fact that this year, in the tandem patterns, the low loop frame suitable for the use of ladies has been adopted in a very large majority of cases. Thus our fair friends have been looked after in good shape, and I hope that the season of 1889 will see thousands of our feminine friends enjoying the use of the bicycle in its single or double form.

A strange phase of this ladies' bicycle business was that I found quite a number of manufacturers who did not have much faith in this machine as a howling success. One prominent manufacturer expressed it by saying: "Don't think there is anything in it, but we had to get out one because the other fellows did."

That there is to be a rush towards the ordinary built on the so-called "Rational lines," is firmly believed by some. Of course your readers understand that the "Rational" is an ordinary with a large back wheel, more rake to the front forks, and plenty of space between the rubber tire and the fork head. Almost all the manufacturers recognizing the coming demand have put a "Rational" on their list. I do not follow the radicals in the matter closely, as I believe it will be as it has been, that the old ordinary and the dwarf safety will take the bulk of the patronage. The "Rational" will be used, but not to the extent that its more enthusiastic supporters believe, at least, that's my opinion.

In the matter of tricycles, the demand has reached its maximum proportion in matter of sales with other cycles, and in the future the man or woman who is after safety and comfort will, in the majority of cases, transfer their choice from the three-wheeler to the narrow gauge.

Taking into consideration the number of exhibits there are less proportionate novelties shown than ever before. The idea seems to have obtained that the correct standard of principal had been reached, and it now remains only a matter to perfect in detail the generally accepted standards. In this position I think the manufacturers are correct. I suppose I must look on the bicycle built on Rational lines as being a claimed improvement on the ordinary, but with this exception the ordinary, the safety and the tricycle have settled down to accepted forms, construction and proportions, and it leaves it only for us to please ourselves by choosing what suits us as to type, weight and the small matters of construction detail.



NOTTINGHAM SOCIETY

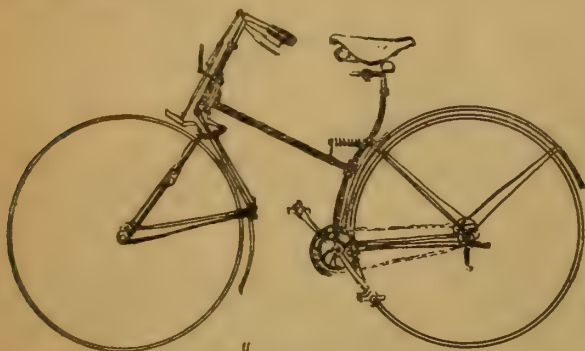
Among the most striking novelties in the whole exhibition, and those that attracted the most attention, were the two sociables, both on the same idea; one called the Nottingham and the other built by J. K. Stanley. The riders sit over the driving wheels; the steering is done by the man. In case it is desired to change to a single, it can be done by transferring one of the saddles to a post in centre; the steering rod also to centre.

I saw an excellent saddle, shown by Mr. Leni, for ladies' use on the safety. It is a known fact that the point of the saddle is apt to catch the skirts and interfere with the rider reaching the saddle. This saddle shown by Leni is made to tip forward so that it becomes almost perpendicular, but on the rider rising up and pressing against it, it assumes its normal position and catches that way until it is desired to tip it again.

Messrs. Robinson & Price show a wheel, the tangent spoke of which may be novel to your readers. Instead of piercing the hub in the ordinary way the hub is made something like a cog wheel. These cogs instead

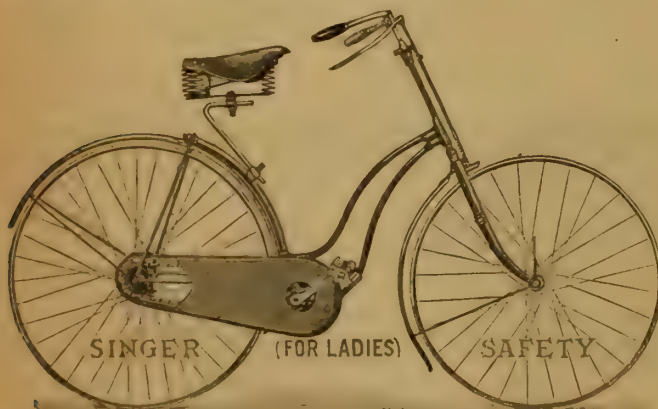


of being bored on a line with axle are bored on a line with the hub itself, and the rim, thus the wire gets only *one* bend instead of a double one. In the matter of spring forks and anti-vibration devices, none seemed to attract more attention than that applied to the Victor of your Overman Wheel Co. The Coventry Machinists' Co. will present to your lady riders the Keating spring fork. Two types of spring frames are represented by the British Star and the Invicta. The Quadrant people show something which is an entirely new departure in an anti-vibrative device. Instead of having a spring frame or fork they have a spring wheel. Strictly speaking there are *two* wheels. The inner and smaller is built like an ordinary suspension wheel; from the felloe of this inner wheel there project spiral springs, which connect the outer felloe. Each alternate spring pulls in the opposite direction, to counteract side strain. The outer felloe holds the rubber tire. The season's test will prove the practicality of the invention. Humber & Company had the largest exhibit; then came the Coventry Machinists' Co.



"INVICTA" SPRING FRAME

Singer & Co. had a big space in the Greek Court. They show a special light machine for gentlemen and a handsome lady's machine.

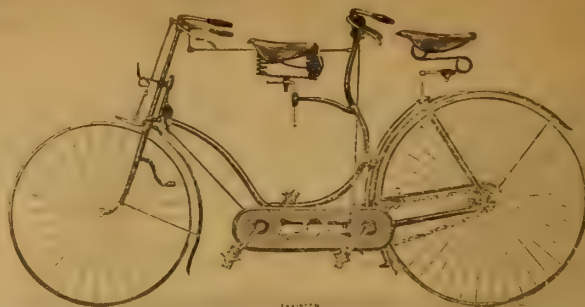


The construction of the framework insures the necessary strength, while it also assists in keeping the dress away from the chain. The whole machine is of the very best quality, and is light, neat, strong, easy running and very elegant in contour. One peculiarity of Singer's exhibit is the absence of any kind of racing machine. The firm builds roadsters only. The Royal Singer safety is a special wheel which will command your connoisseur's attention.

Hillman, Herbert & Cooper had a fine exhibit in Stand No. 126, while the St. George's Engineering Co. showed their New Rapids and the toe clip in No. 39.

The Coventry lady's machine will be something new for our dear Yankee sisters to rave over. Like all the Coventry Co.'s outputs it is a gem in detail and finish. Their Swift roadsters are about the same as last year. They show a tandem for

lady and gentleman or two gentlemen that will no doubt take your fancy when you see it.



SWIFT TANDEM.

The machine altogether is built on very graceful lines, one tube running from the back handle-bar to the front head. The linking of the handle-bar is very nicely arranged, the handles themselves being far from the rod, and so placed that no pinching of the riders' fingers can occur. The small wheel, I may mention, reduces the length of the machine considerably, which, of course, is a great advantage.

Hillman, Herbert & Cooper will also send a lady's bicycle, so you will have a good lot to pick and choose from.

With the exception of Singer, I believe all your importers will show the "Rational ordinary."

All told there were 190 exhibitions this year. The attendance was large and general interest evident. Among the *curios* exhibited was the rear-driving safety, made by Galvin Dalzell in 1845 or 1846; also the tricycle boat used by Coxswain Terry in his trip from London to Paris. Terry rode on his machine from London to Dover, then by means of canvas he transmogrified the wheel into a boat, and on his arrival on French soil he made his change back to a wheel and thus rode to Paris.

One of the novelties was the new home trainer dial. This is an enormous affair, and is subdivided to represent yards. A complete circuit of the dial by the hand registers quarter of a mile. It is a great thing for men using the home trainer and spectators who witness competition of this class.

An electric lamp was shown by Pressland, Glover & Co. The primary battery is fastened to rear of saddle, and one charging gives light for about nine hours.

The oil tight cover and lubricator shown by J. H. Carter attracted a good deal of notice, and that the device is one of more than passing merit was acknowledged by the majority who saw it. It not only copiously lubricates the chain and gear wheels but it effectually protects both chain and gear wheels from dust and mud.

Taken all in all the Stanley Show of 1889 can be counted a grand success, and a marked improvement over the shows of former years in that the manufacturers have settled down to practical and conservative methods. They have shown that the idea of novelty for novelty's sake was wrong. The striving after real and practical improvements has been earnest, the determination to discard the sensational and worthless has been sharpened. The tendency is to improve and to excel in a legitimate way, and not to startle and astonish by fantastic and impractical "novelties."

F. B. C.

It may be of interest to note the fact that at the great race at the Madison Square Garden, New York, the other day, not only were first and second prizes won on Victors but every heat in the race was won on a Victor.

Mr. J. T. RYAN of the St. Nicholas Mfg. Co. of Chicago was in town last week. He reports business brisk for his line of goods. W. W. Stall represents them in Boston and New England.

Mr. L. UNDERWOOD, Principal of the Powers Institute, Bernardston, Mass., has ridden his Columbia bicycles 1326 miles during the two years and a half which he owned it. A change of residence made it so that he could not conveniently ride, and he sold the machine for three-fourths of what it cost him.

#### OLDEST CLUBS.

We give below a list of the clubs now in existence that were organized during 1878, 1879:

|                                 |               |                         |                |
|---------------------------------|---------------|-------------------------|----------------|
| Boston.....                     | Feb. 11, 1878 | Pittsfield (Mass.)..... | May, 1879      |
| San Francisco.....              | Nov. 28, 1878 | Brooklyn.....           | June 21, 1879  |
| Montreal.....                   | Dec. 2, 1878  | Detroit.....            | Sept. 2, 1879  |
| Capital (Washington, D.C.)..... | Jan. 31, '79  | Germantown.....         | Sept. 5, 1879  |
| Massachusetts.....              | Feb., 1879    | Cleveland.....          | Sept. 30, 1879 |
| Buffalo.....                    | Feb., 1879    | Chicago.....            | Oct., 1879     |
| Harvard.....                    | April, 1879   | New York.....           | Dec. 18, 1879  |
| Essex, Newark, N. J.....        | May 8, 1879   | Chelsea, Mass.....      | Dec. 18, 1879  |
| Philadelphia.....               | May 22, 1879  |                         |                |

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Price, \$25.00.

THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and a knowledge of photography is unnecessary. The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The "Kodak" is an article which every wheelman should possess, and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO  
ROCHESTER, N. Y.

USED by all WHEELMEN on the  
road and path.





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(Vacancy) Vice Consul.

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\*Terry, Stephen, Chairman Improvement of Highways Committee.

\*Davol, Chas. S., Chairman Racing Board.

Ayers, Burley B., Chairman Transportation Committee.

\* Also a member by election.

## Rhode Island.

At a meeting of the Board of Officers of the R. I. Division held Saturday evening Feb. 2, 1889—Chief Consul Davol presiding it was voted:

To request the Chairman of the Racing Board to establish a one mile tricycle State championship. Voted, That all State championships be placed in charge of the State Racing Board.

Chief Consul Davol was given authority to make satisfactory arrangements with Massachusetts in regard to Road Books. Adjourned.

HOWARD L. PERKINS, Sec. pro tem.

## Rhode Island.

At a special meeting of the Division held February 2 it was voted to reduce the annual dues from \$1.50 to \$1.00, also that Touring Committee arrange for an L. A. W. excursion to Newport, also voted that the matter of Division Races be left with Chairman of Racing Board.

Voted that a twenty-five-mile race for State championship be held at Roger Williams Park at about the same time as last year.

W. A. BENNETT, Sec. pro tem.

## Racing Rules.

Please publish the following: Rule 23 has been amended to read as follows:

23. Clause D, Sec. 6, Article III, of the League By-Laws reads as follows:

"It shall also be within the province of the Racing Board to suspend from the race track, for such a time as they may deem proportionate to the offence, any wheelman guilty of unfair dealing or ungentlemanly conduct on the race track, etc."

The following will be considered as unfair dealing and ungentlemanly conduct, and render the offender liable to suspension:

(1) Entering a class race to which his record does not give him the right of entry.

(2) Suppression of true figures and rendering of false figures to the official handicappers.

(3) The use of obscene language on the track.

(4) Swearing at other competitors and at race officials.

Fraternally,

CHAS. S. DAVOL,  
Chairman.

## Illinois.

Owing to E. P. Blake's change of residence, Homer Wakefield is appointed Local Consul for Bloomington.

## Local Consul.

Carrollton—A. J. Sharon.  
Chicago—J. E. Templeton, North Side; A. E. Lumsden, South Side; Guy Livingston, West Side.

Champaign—W. L. Sperry.

Jerseyville—H. S. Daniels.

Kankakee—C. F. Dickey.

Lake View—A. W. Luce.

Maroa—Silas Long.

Maywood—Otto Maas.

Monticello—O. W. Moore.

Rushville—J. S. Bagby.

Springfield—E. S. Barnes.

Fraternally yours,

W. A. DAVIS, C. C.

Feb. 8th, 1889.

## Wisconsin Vice Consul.

Frank K. Bull is hereby appointed Vice Consul of Wisconsin under Section 19 of the Division Constitution.

JAY A. HINMAN, C. C.

## New Jersey Road Bill.

The following bill has been introduced in the New Jersey Legislature.

An Act to enable Boards of Chosen Freeholders to acquire, improve and maintain public Roads.

1. Be it enacted by the Senate and General Assembly of the State of New Jersey, That it shall be lawful for the board of chosen freeholders of any county in this State to acquire, improve, maintain and assume full and exclusive control of any public road or roads or parts thereof in their county: that in order to acquire and assume such control in any county with power to cause a map to be made, or adopt a map already made, on which the principal public roads or highways of the



roads or parts of roads which the said board intend to acquire and assume control of to be plainly indicated thereon, and shall file the said map, when so marked, in the office of the clerk of the county: whereupon the roads, or parts of roads, marked or indicated on the said map shall become and be known as "county roads" and shall thereafter be improved, maintained and kept in a safe and convenient condition for public use, exclusively, in the manner provided in this act. And it shall be lawful for the said boards to relinquish control of any road or part of any road so acquired and marked, and to acquire and assume control of other roads or parts of roads in the county from time to time, with the same power to improve and maintain the same: in either of which cases the said map shall be changed accordingly. In acquiring or assuming control of any public road, or relinquishing the same, the said board shall accurately describe such road in a written resolution, and file a copy thereof, certified by the clerk of the board, in the office of the county clerk, who shall record the same in a book to be provided and kept for that purpose.

2. That it shall be lawful for the board of chosen freeholders to cause the said county roads or any part thereof to be graded, paved with Telford, macadamized or otherwise improved by means of stone for a width of at least twelve feet in the center thereof, wherever such improvement may be required to keep the same constantly in good condition. All such pavements or other improvements (except repairs costing not more than one hundred dollars) shall be done under contract with said board: but no contract for any such work shall be awarded, or be valid for any purpose if awarded, unless a notice specifying the work and materials, and inviting bids or propositions to do or furnish the same shall have been published for at least three weeks, at least once in each week, in two newspapers published and circulating in the county, and representing different political parties. Every contract made for improving any county road, or part thereof, shall be based upon carefully prepared specifications of the work and materials required, to which reference shall be expressly made in the contract, and no money shall be paid for any work done or materials furnished unless the same shall be done or furnished in strict conformity to the terms of the contract and specifications. And no contract shall be awarded, or be valid for any purpose if awarded, unless the person or party whose bid or proposition is accepted shall at the time of signing the contract execute a bond to the board with sufficient surety, to be approved by the county collector, conditioned for the faithful performance of the contract. The penal sum of such bond shall be at least one-half the amount of the contract price for the work and materials. All such contracts and bonds shall be held by the county collector. The said board may give the notice aforesaid and award contracts for parts or sections of the improvements intended to be made.

3. That it shall be lawful for the board of chosen freeholders to cause a special tax to be levied, which shall not, in any one year, exceed one-fourth of one per cent of the assessed value of the taxable property in the county, or to issue bonds of the county, bearing interest at not more than five per cent per annum, to be known as county road bonds, for the purpose of raising money to pay the cost, or any part of the cost of paving, macadamizing or otherwise improving the said county roads, or any part thereof, in the manner aforesaid and for keeping the same in repair: but prior to the issuing of any such bonds the said board shall make an application to the circuit court of the county, in writing, setting forth the assessed value of the real estate therein for the purpose of taxation in the year next preceding, together with a statement of the entire debt of the county for all purposes, and of the amount of county road bonds which they propose at that time to issue: whereupon the said court shall fix a time to hear such application, whereof such notice, by publication, shall be given as the court shall direct; and at the time and place so fixed the said court shall proceed in a summary manner to investigate the accuracy of the statements contained in the said application, and shall make a certificate setting forth the assessed value of the real estate in the county for the purpose aforesaid in the year next preceding, and the total amount of the debt of the county for all purposes as found by such investigation, which certificate shall be entered at length on the minutes of the court and filed in the office of the clerk of the county; and no county road bonds shall be issued to such an amount as, in addition to existing debt, shall exceed the debt of the county for all purposes above three per cent of the assessed value of the real estate therein, as such debt and assessed value of real estate are shown by such certificate: and in case any such bonds shall be issued so as to raise the debt of the county above the limit aforesaid, all such bonds so issued or hereafter shall be void in the hands of any person or party, notwithstanding any recitals therein, or any representation that may be made concerning the same. Such application must be repeated in case of every other proposed issue of such bonds.

4. One-third of the expense of paving or otherwise improving any county road, or any part thereof, in the manner aforesaid, shall be paid by the cities, towns, townships, or boroughs in or through which any such pavement or improvement shall be made, in amounts in proportion to the cost of any such pavement or improvement in each city, town, township or borough, but nothing herein shall be construed to exempt any county shall be, or are, laid down, and shall cause the

such city, town, township or borough from liability to pay its share of the remaining two-thirds of such cost and interest. And it is hereby made the duty of the officers, boards or bodies, authorized to levy taxes for county purposes, to assess and levy upon the taxable property in the respective taxing districts of the county, such sum or sums of money as may be required, and not otherwise provided, to pay the amount of the cost of making any such pavement or other improvement or the interest thereon, that may be due, or coming due during the current fiscal year of the county, and to assess and levy upon the taxable property of any city, town, township or borough in the county, wherein any county road shall have been improved under this act, such sum or sums of money as may be required from time to time to pay the respective proportions of any such city, town, township or borough, of the amount of such cost, or to reimburse the county to the extent of one-third of the cost of any such improvement made therein, with interest. Said sum or sums of money shall be assessed, levied and collected at the same time in the same manner, and by the same officers that other taxes for county purposes are or may be assessed, levied and collected; and when collected the same shall be paid over to the collector of the county to be applied exclusively to the objects or purposes for which the same were levied.

5. That the board of chosen freeholders shall employ a competent engineer, at a reasonable compensation, to survey the county roads, or any part thereof, when necessary, to prepare specifications for pavements or other improvements intended to be made in pursuance of this act, and to supervise the work and materials used. After such improvements, or any part thereof, shall have been completed, the same shall be kept in repair at the expense of the county, and some competent person shall be employed by said board annually, at a fixed compensation, to inspect the condition of the county roads, from time to time, so far as the same may have been improved; and such inspector shall have power to cause necessary repairs to be made to the pavements or other improvements made under this act; provided, the cost of any of such repairs shall not exceed fifty dollars, and not more than one hundred dollars shall be expended by the inspector in any city, town, township or borough in any year. Repairs costing more than fifty and not more than one hundred dollars shall be made only by authority of a committee of the said board, and repairs costing more than one hundred dollars shall only be made by direct authority of said board. All bills or claims for making repairs, or furnishing materials therefor after being approved by the inspector, shall be rendered to the said board by the parties who performed the work or furnished the materials used or to be used; and no bills or claims for repairs shall be paid unless the same shall have been made strictly according to the provisions and directions of this act. The inspector immediately after his appointment shall give a bond to the said board in the penal sum of two thousand dollars to be approved and held by the county collector, conditioned for the faithful performance of his duties.

6. All roads marked out or indicated as county roads on the map or maps mentioned in the first section of this act, shall be kept in repair by the local authorities of the cities, towns, townships or boroughs in and through which they extend, until such roads shall have been actually improved by the board of chosen freeholders of the county, as provided in this act; but in cases where part of said roads shall have been improved under this act only the unimproved part shall be kept in repair by such local authorities.

7. That all acts and parts of acts inconsistent with this act be and the same are hereby repealed, and that this act shall take effect immediately.

#### APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list to the following week.

List 178—Total 33—12,100.

BOSTON, Feb. 15, 1889.

#### CALIFORNIA DIVISION—9—416.

##### Los Angeles Wheelmen.

- |       |                                       |             |
|-------|---------------------------------------|-------------|
| 21341 | Brockway, D. M.,                      | Los Angeles |
| 21342 | Chalafant, E. P., Box 76a,            | "           |
| 21343 | Corey, Fred, care Wells, Fargo & Co., | "           |
| 21344 | Cowan, W. K., 224 S. Spring st.,      | "           |
| 21345 | Kirchner, Emil, 54 N. Spring st.,     | "           |
| 21346 | Logan, W. E., 23 West 3rd st.,        | "           |
| 21347 | Preston, S. A. J., 41 S. Spring st.,  | "           |
| 21348 | Tufts, Jno., 4 W. First st.,          | "           |

Unattached.

- |       |                                      |              |
|-------|--------------------------------------|--------------|
| 21339 | Ferris, Lieut. Frank O., U. S. Army, | Angel Island |
|-------|--------------------------------------|--------------|

#### COLORADO DIVISION—1—65.

Unattached.

- |       |                                 |        |
|-------|---------------------------------|--------|
| 21340 | Wright, Frank H., 806 16th st., | Denver |
|-------|---------------------------------|--------|

#### ILLINOIS DIVISION—2—767.

Aeolus C. C.

- |             |                                  |         |
|-------------|----------------------------------|---------|
| 21336       | Crysler, Walter, 22 Mautene ct., | Chicago |
| Unattached. |                                  |         |
| 21337       | Horn, Geo. E., 308 Honore st.,   | Chicago |

#### MAINE DIVISION—3—148.

Kennebec Ramblers.

- |       |                |           |
|-------|----------------|-----------|
| 21338 | Reed, Lincoln, | Fairfield |
|-------|----------------|-----------|

Unattached.

- |       |                    |           |
|-------|--------------------|-----------|
| 21349 | Gedney, Ernest L., | Brunswick |
| 21350 | Pierce, Nathan H., | "         |

#### MASSACHUSETTS DIVISION—1—1247.

New Bedford C. C.

- |       |                                              |  |
|-------|----------------------------------------------|--|
| 21361 | Connor, Charles F., Post Office, New Bedford |  |
|-------|----------------------------------------------|--|

#### MISSOURI DIVISION—1—363.

St. Louis Cycle Club.

- |       |                                        |           |
|-------|----------------------------------------|-----------|
| 21333 | Pomarede, John R., 1114 St. Ange ave., | St. Louis |
|-------|----------------------------------------|-----------|

#### NEBRASKA DIVISION—5—95.

Omaha Wheel Club.

- |       |                                     |       |
|-------|-------------------------------------|-------|
| 21356 | Ebersole, J. S., 1402 Douglas,      | Omaha |
| 21357 | Engle, C. M., 2826 Charles st.,     | "     |
| 21358 | Holton, L. E., Arlington Block,     | "     |
| 21359 | O'Reilly, H. G., 1st National Bank, | "     |
| 21360 | Sams, Walter, 219 So. 15th st.,     | "     |

#### NEW YORK DIVISION—3—2499.

Unattached.

- |       |                  |      |
|-------|------------------|------|
| 21351 | Coad, J. F.,     | Cuba |
| 21352 | Ingalls, Grant,  | "    |
| 21353 | Thompson, A. E., | "    |

#### OHIO DIVISION—3—958.

Toledo C. C.

- |       |                                       |        |
|-------|---------------------------------------|--------|
| 21335 | Brown, Walter, care Keeler & Holcourt | Toledo |
|-------|---------------------------------------|--------|

Unattached.

- |       |                                  |                |
|-------|----------------------------------|----------------|
| 21332 | Mulvane, Frank D.,               | New Comerstown |
| 21334 | Vernon, T. A., 355 Lincoln ave., | Salem          |

#### PENNSYLVANIA DIVISION—2—1487.

Unattached.

- |       |                                  |              |
|-------|----------------------------------|--------------|
| 21362 | Huet, Frank, 1725, No. 15th st., | Philadelphia |
| 21363 | Schmidt, Wm. C., 716 Market st., | "            |

#### TEXAS DIVISION—1—36.

San Antonio Wheelmen.

- |       |                   |             |
|-------|-------------------|-------------|
| 21364 | Snodgrass, T. E., | San Antonio |
|-------|-------------------|-------------|

#### UTAH—2—12.

Unattached.

- |       |                 |                |
|-------|-----------------|----------------|
| 21354 | Caine, A. W.,   | Salt Lake City |
| 21355 | Cushing, G. W., | Salt Lake City |

**PATENTS** procured in the U. S. and all foreign countries. Cycle inventions a specialty. Reduced rates to members. L. A. W. Pamphlet free. HENRY CALVER, Atty. at Law, Washington, D. C. (L. A. W. 20,836.)

Full particulars of the

## European 'Cycle Tour

Can now be had by addressing

F. A. ELWELL,

152 Pearl street, Portland, Me.



NOVELTY WRENCH, Contains

Oil Can, Screw Driver, Wrench and Spoke Grip. Write for price list. HAZARD & TOWNSEND, Los Angeles, Cal. 210 Third st., bet. Fort and Hill.

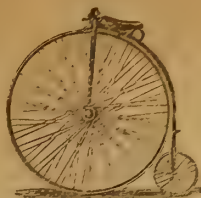


## Second-Hand Wheels,

Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand Wheels. Prices on all Wheels guaranteed as low as the lowest.

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Successors to GEO. W. ROUSE & SON.



## Bicycles on Easy Payments.

Victor, Springfield Roadster, New Rapid, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from \$6.40 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

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# SINGER CYCLES

## VALUABLE NOVELTIES FOR 1889.

LARGEST

MAKERS

\* IN THE WORLD \*

WITHOUT

EXCEPTION



(Singer's Mounted Band.)

Catalogues will be ready in a few days.

## SINGER & CO., Manufacturers and Importers,

6 and 8 Berkeley St., - - - - - BOSTON, MASS.

JOHN HARRIOTT,

MANUFACTURER OF

Bicycle and Athletic Medals,

## CLUB PINS & BADGES,

DESIGNS ON APPLICATION.

3 Winter Street, Boston, Mass.

## PUNNETT, Merchant Tailor

98 & 100 West Ave., Rochester, N.Y.

Use Punnett's Jersey Cloth Garments, and you will always be neatly and comfortably dressed. Club Uniforms a specialty.

Be sure and send for Samples and Blanks.

## ERIE KNITTING MILL, Erie, Pa.

FRANK FAIRBAIRN, Prop.

We make a specialty of Bicycle Knit Suits, which are made to order and to your measure. Our goods are unequalled for comfort, durability and finish. Send for measurement blanks and try a suit.

### TESTIMONIAL.

BUFFALO, N. Y., Jan. 29th, 1889.

Frank Fairbairn:

Dear Sir—Your knit goods have given me the most satisfaction of any bicycle clothing I have tried, the elastic fit giving such freedom to the limbs, and the durable qualities they have shown, make them most desirable. I could not go back to cloth goods, after these, with any comfort.

I shall wear them the coming summer, for business and pleasure, and wife says the old pair of breeches she cut down for my boy are the best wearing goods he has had yet; outlasted three pair of cloth ones already, and still going. I wore them two years myself. Yours,

E. N. BOWEN.



## New 'ACME' BICYCLES

| Rubber Tires. | Factory Price. | Our Price. |
|---------------|----------------|------------|
| 52 in.        | \$60.00        | \$36.00    |
| 50 in.        | 55.00          | 33.00      |
| 48 in.        | 50.00          | 30.00      |
| 46 in.        | 45.00          | 28.00      |
| 44 in.        | 40.00          | 24.00      |
| 42 in.        | 35.00          | 21.00      |



SEND FOR CATALOGUE.  
Small Boys 20 in. wheels, with parallel bearings... \$16.00  
Large Boys 24 in. with brake and mud guards... 28.00  
Ladies or Men 30 in. ball bearings both wheels... 60.00  
Ladies or Men 30 in. ball bearings, A1... 75.00  
ST. LOUIS, MO. E. C. MEACHAM ARMS CO.



One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 144 and 146 Greenwich street, New York.



# THE NEWEST STYLES OF THE BEST WHEELS ON THE MARKET

99  
Star  
Singer  
Coventry  
New Rapid  
Machines  
all on  
hand  
99



He Rode Against Time.

99  
Star  
Singer  
Coventry  
New Rapid  
Machines  
all on  
hand  
99

**The only Riding School in Chicago.**

Western Arms & Cartridge Co., 49 State Street, Chicago.

## NEW RAPID CYCLES.

We shall again represent the St. George's Engineering Co. in the United States during 1889, and we are now prepared to accept orders for early delivery of 1889 Pattern New Rapid "Safeties," "Tricycles" or ordinary Bicycles, consignments of which are now due,

**THE CLARK CYCLE COMPANY,**  
**340 N. Charles Street,**  
**BALTIMORE.**



**Testimonials.**

NEWPORT, R. I., Oct. 5, 1888.

H. B. SMITH MACHINE CO.

Dear Sirs—I gave that 39-inch Star Safety a good test Sunday, Nov. 30th, by riding 110 miles by way of Fall River and New Bedford, a very hilly and sandy road. I only made one forced dismount all day. Within 30 minutes after the machine was out of the crate I made 7 miles on our "Ocean Drive" in 26 minutes in a head wind, beating previous record by 31 seconds. I went to College Hill, Providence, on a borrowed 39-inch Star the day of the races, Sept. 25th, and

rode, and I have ridden everything from an ordinary with the backbone off, to a quadricycle. Yours truly,

W. VAN WAGONER.

Mohegan Lake School, PEEKSKILL, N. Y.  
H. B. SMITH MACHINE CO.

Dear Sirs—My new 39-inch Star arrived yesterday, and it is a beauty. I gave it a good trial, and find that for the rough, sandy, hilly roads which surround this place, it gives me better satisfaction than my 45. As to speed I think there is little if any difference. Truly yours,

FRANK C. BLODGETT.

shadow. As for its hill climbing powers, when I tell you that the hill climbing record you published in the "Mechanic," in which I was particularly interested, as I was a passenger at that time, was made by 125 pounds of skin and bones with wooden lungs, you will see that it was the machine and not the thing that rode it that took the record.

If you will notice the Providence *Journal* of Sept. 15, you will see that the Star Safety ran away again from me and made me break the hill record again. Yours,

H. F. CAMPBELL.

**THE NEW STAR, 39x24**

beat the previous record of six times, and rode it 10 times without any trouble, and did not change the power hooks. I have not walked up any hill since I got my Safety. I think the 39-inch Star Safety goes as far ahead of the larger sizes of the Star, as the larger sizes (42, 45 and 48) go ahead of the "crank" for speed, comfort and safety on the road. In fact it is the best wheel I ever

PROVIDENCE, R. I., Sept. 19, 1888.  
H. B. SMITH MACHINE CO.

Gentlemen—Your 1888 39-inch Star Safety is the finest road machine I ever placed my anatomy over. It not only has a habit of crawling to the top of the steepest hills, but racks old Father Time's bones in a most distressing manner, as he endeavors to keep pace with what must seem to him a flying

WEST RANDOLPH, Vt., Sept. 21, 1888.

H. B. SMITH MACHINE CO.

Dear Sirs—Inclosed find check to balance account for 39x24 Star. It is the best wheel I ever rode. Have surmounted hills that no one ever thought could be ridden, and generally confirmed the other safety riders as to speed as well. Yours truly,

L. P. THAYER.

**1889 Machines Ready for Market.**

Catalogue Free. Address

**H. B. SMITH MACHINE CO.,**

- - -

**Smithville, N. J.**



*For twelve years the Columbia cycles have been upon the market. For twelve years they have occupied a front rank position. Twelve years of statistics show that there are more Columbias in use in the United States than all other makes of high grade machines combined. For twelve years the Columbias have stood the test of the road and the path. For twelve years the best mechanical experts in America have been unanimous in their unsolicited statements that the Columbia machines are the best made of cycles, and reach as close to the mechanical perfection line as modern mechanical skill has been able to go. It is easy to make claims, and printed claims may be as thin as the ink which covers the paper. The broad claim made for the Columbia cycles is that they are in every respect the finest made, and the most durable machines which modern mechanical skill has produced, and this claim is backed by twelve years of experience and by the opinion of unprejudiced mechanical experts and the majority vote of American wheelmen. The Columbia Catalogue should be in the hands of every wheelman. It is free to everybody. POPE MFG. CO., Boston, New York, Chicago.*



# **BICYCLING WORLD** **& BULLETIN.**

DEVOTED TO THE INTERESTS OF CYCLING.

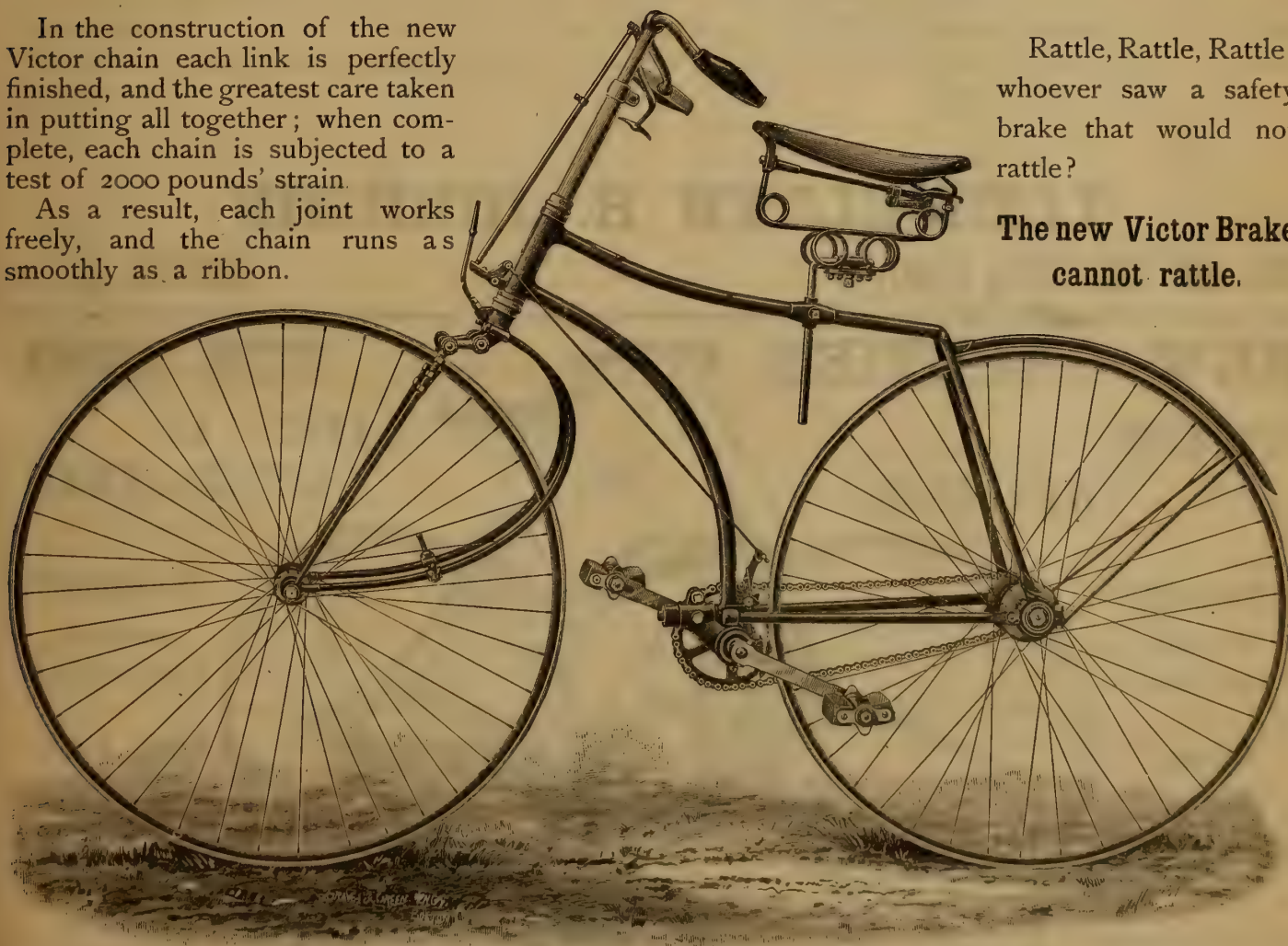
\$1.00 a Year.  
5 cents a copy.

BOSTON, 22 FEBRUARY, 1889.

Volume XVIII.  
Number 17.

In the construction of the new Victor chain each link is perfectly finished, and the greatest care taken in putting all together; when complete, each chain is subjected to a test of 2000 pounds' strain.

As a result, each joint works freely, and the chain runs as smoothly as a ribbon.



Rattle, Rattle, Rattle;  
whoever saw a safety  
brake that would not  
rattle?

**The new Victor Brake  
cannot rattle.**

The VICTOR SAFETY has the original and only efficient Spring Fork in the market. It is the only "diamond frame" Safety made in America.

**OVERMAN WHEEL CO., Makers, - - - BOSTON.**



# PREMIER POINTERS.

The proof of the pudding is in the eating. We are receiving the most conclusive testimony of the desirability of our Line of PREMIER SAFETIES from the hundreds of inquiries that pour in upon us, and the many advance orders we are booking. Take, for instance, our SPECIAL PREMIER SAFETY for Ladies and medium-weight me. Forty-six pounds; light in fact, not in name. Weldless steel tube and steel forgings throughout. Strong where strains come; light where superfluous metal adds only to weight. Graceful in outline and proportion. Compact, yet roomy for ladies' mounting. Patent-leather chain-guard, noiseless, elegant, efficient. Clean and concise. No experiments. Nothing to shake loose. \$135. Truly, a perfect safety. If you will send us three green stamps we will mail you photographs of both the SPECIAL and TANDEM PREMIER SAFETIES. Next week we still tell you how good a Safety can be had for \$100. If you are interested in using or selling Safety Cycles, we shall be glad to send full particulars of our machines.

## LLEWELLYN H. JOHNSON,

401 and 403 Main Street,

ORANGE, N. J.

### NEW SAFETIES

### FOR 1889.

"COURIER,"

"WANDERER,"

"GYPSY" and

"LITTLE JEWEL."

"COURIER,"

\$75.00.

FOR MEN.

"Gypsy,"

\$60.00.

For Ladies.

"WANDERER,"

\$35.00.

FOR YOUTHS.

Little Jewel,"

\$25.00.

For Boys & Girls.

Don't buy a Safety  
until you have  
seen ours.



They have all the  
latest improve-  
ments, and are  
unequalled.

HIBBARD, SPENCER, BARTLETT & CO. (Wholesale Only) Chicago, Ills.  
SEND FOR FEBRUARY CATALOGUE.



## HERE AND THERE--Continued.

NEW YORK.

"HAWKSHAW."

"THE learned and the unlearned write," exclaimed Horace, referring to the *cacethes scribendi* which had attacked the Romans. His melancholy words are recalled to my mind by an article which recently appeared in the Cincinnati *Enquirer*, the writer of

which, in his efforts for sensationalism, prostituted all truth and an apparent knowledge of medicine, to his inordinate desire to furnish the *Enquirer* with something startling. The article referred to was in the guise of a "special dispatch to the *Enquirer*," under date of January 26th, with the following startling head lines: "Marvelous.—An Instructor of Bicycle Riding—Is Injured Internally, Caused by Riding the Machine.—Refused Nourishment of Any Kind, and His Sufferings Were Intense.—Four Distinct Operations are Made.—His Stomach is Opened and Over Eight Hundred Polypi are Found and Removed."

IN the column account that followed was a long and harassing story of how "Jules Benezec, the instructor of the fashionable Madison avenue Club," had been forced to give up his position there and seek admittance to St. Vincent's Hospital, owing to having "produced a boot-shaped fissure in the sphincter" through "the constant strain and irritation on the muscles in contact with the seat of the machine," upon which "his duty as teacher required him to spend several hours daily." Once lodged in St. Vincent's he was, according to the *Enquirer's* correspondent, placed "under the care of Dr. Winthrop, in the private ward," and was at once made the victim of the most brutal and horrible treatment, in which "a blunt knife" was one of the most minor instruments of torture used. Finally "Dr. Winthrop" must have decided that something or other was wrong inside of Jules, for the *Enquirer's* correspondent goes on in the most blood-curdling manner to tell how "Dr. Winthrop" decided to make "an incision in the median line, about six inches in length," the result of which when made fully convinced him that his diagnosis had been correct, and most decidedly there was something wrong with Jules' insides, in fact he was a perfect polypi factory, and "Dr. Winthrop" at once saw why his patient had not felt like riding his little bicycle in "the fashionable Madison avenue Club," where he had formerly acted as "instructor for young swells just budding into manhood."

"DR. WINTHROP," however, according to the *Enquirer's* correspondent, wasn't afraid of any amount of polypi, and he just went to work on Jules' farm of them, and in a long struggle which followed finally came out a victor, having removed "eight hundred and forty-one" of them (note the exactness of the number). This awful case of poor Benezec was still further increased in loathsomeness by the addition of the following details, furnished to a horror-stricken public by the correspondent of the *Enquirer*: "When the polypi were opened and the tissue submitted to the microscope, they were found to contain myriads of worms and other forms of life. The number of moving things in the tissue examined was estimated, and if the entire mass kept up the same ratio, over one hundred million lives were destroyed with the polypi."

FOR a moment one is almost dazed by the horrible thought that perhaps any one of the hundreds of thousands of riders of the wheel is at any moment liable to get filled up with polypi just like poor Benezec was, especially when the truthful Jules, according to the *Enquirer's* correspondent, "is firmly convinced that the bicycle was the cause of all his trouble," and stranger yet to relate, has in consequence decided that he "will never amount one again." We can hardly grasp the magnitude of poor Jules' determination "never to mount again," just because, forsooth, he "is firmly convinced" that the bicycle filled him full of polypi, but it must be, because the *Enquirer's* correspondent has so declared it. Now it is with much fear and trembling that I pen what follows, because your Cincinnati correspondent has assured you that he is one of many in his city who do not take kindly to my poor efforts to amuse and sometimes instruct your readers, but I hope that he will accept in advance my profound regret at having, through force of circumstances, been temporarily forced to poach upon the sacred precincts of Porkopolis, with which apology, and the security felt in the greatness of distance separating us, I have mustered up the courage to do so, however, so here goes.

Now, when I read the foregoing horrible narrative I at once felt my heart go out to poor Jules Benezec in his suffering, and I at once proceeded to St. Vincent's Hospital to see him and to offer to him any aid in my power. I at once inquired for the celebrated destroyer of polypi, "Dr. Winthrop," and was somewhat surprised to find that there was no such person, nor never had been, in the management of the hospital. This somewhat discouraged me, but

I found that the physician in charge was Dr. Winthrop D. Mitchell, and thought perhaps that the *Enquirer's* correspondent, being on familiar terms with the doctor, and having a laudable desire to save telegraph bills for his paper, had contented himself with sending the physician's given name only, omitting the formality of his surname. Dr. Mitchell, when I arrived, was busy cutting off some one's legs or arms, and could not see me, but having finished that pleasant job he presently came into the room where I was awaiting him, looking just as pleasant as though he had come from a matinee instead of a surgical table. He was as far removed from what the readers of the *Enquirer's* article would imagine the heroic destroyer of "eight hundred and forty-one" polypi to be as could be imagined. I presented him with the article from the *Enquirer*, and after reading it he returned it to me with the following words:

"THERE has never been any physician connected with St. Vincents named Winthrop; there has been no patient here in five years named Jules Benezec; there has been no such case here, or on record elsewhere, of such a disease as he is claimed to have had, and I do not believe that such a complaint could possibly be contracted from riding a bicycle. With these few exceptions I think the account may be correct." Now I must confess that so positive assertions as these, by so able a man as Dr. Mitchell, made me feel a little bit dubious about Jules' polypi, but I wasn't going to give Jules up on so slight a rebuff as this, so I went forth in search of him. A directory soon told me that there was no "Madison-avenue Club," and no Jules Benezec known to the compilers of this valuable book, so at last I had to give up the idea of interviewing Jules and telling him how Doctor Mitchell was denying his polypi. Still further thought on Jules' mysterious case at once convinced me that he was the first teacher on record whose duty as such compelled him to spend hours in the saddle. Imagine a teacher who instructed his pupil by riding the wheel himself instead of putting the beginner upon it. Such a fool teacher ought to get full of polypi, or pumpkin pie, it matters little which. To put the matter plainly, Murchison of California and Benezec of New York seem to be as closely related as on the special correspondent of the *Enquirer* and Ananias. The entire thing is a hoax and a lie from beginning to end, and it is to be regretted that so able a newspaper as the *Enquirer* should thus lend itself to publishing a libel upon a sport that has now for the first time to appear in the role of defendant in a charge of being injurious to health, instead of benefitter thereof. The harm that such an article, in such a journal will do is incalculable as it is only by an investigation such as I have made that the reader can learn that the writer of it and the truth are as unknown to each other as the Czar of Russia and "Hawkshaw."

## MINNEAPOLIS NOTES.

"VERNON."

THE Minneapolis Club held "open house" Feb. 14. Invitations were sent to about 150 wheelmen, but for some reason or other they did not respond to the call as was expected. Those present expressed themselves in terms not to be doubted that the M. B. C. was the club, and a large number of the visiting wheelmen joined the club. Mr. Buchman, the President, opened the entertainment by playing some selections from the "Pearl of Pekin" on the guitar, after which he gave an imitation of a brass band heard in the distance, gradually coming nearer and then receding again. He deserved all the applause he got. After an intermission an informal business meeting was held, and the President read the Constitution and By-Laws of the club, and gave a brief outline of the past work and also some of the things outlined for 1889. Mr. S. F. Heath, our Chief Consul for the last four years, was called on for a speech. He made a very short one, but to the point. Mr. Savage was called upon next and expressed his ideas in a few well-chosen words, after which all present were invited to sign the application blanks. Cigars and soft drinks were served, after which the tables were cleared and cards were indulged in until a late hour. Everybody voted the meeting a success, and the club on the highway to prosperity.

F. F. IVES, the ex-bicyclist, was in the City recently, and in connection with W. F. Carter gave three or four billiard exhibitions.

J. R. STOCKDALE, one of our bright lights of '87, will probably race this year. He is a good one, and the boys will have to look out for him.

THE boys are promised, by the manager of the proposed new track, a fine reading and dressing-room, and also a safe place to put their racers.

W. P. LEACHMAN has had a desire to race some one, ever since he won a pair of suspenders at Mitchell in '87, and it is to be hoped he will be seen on the track this year.



THE track here will be four laps to the mile, and will be made out of clay. Work will be commenced as soon as the frost is out of the ground, and bicycling will this year be on the boom.

SEVERAL of our men are already laying for Colie Bell, and I am afraid if he don't train pretty carefully he will get into the "soup." He had too much of a snap last year, but I think things will be very different this coming year.

IN speaking to your correspondent, Colie Bell said that he would have one of the finest Star racing wheels yet turned out of the factory at Smithville. He expects it will weigh about 30 lbs. Bell will race at the Chicago tournament, that is, if his better half will let him.

THE boys have been wondering who "Whiskers" is. Evidently, "Whiskers" is not very well acquainted with affairs here in the City. I should judge so by the way he writes. In speaking about our pleasant runs around the City he mentioned, "White Bear!" "Why, the sand is 'steen feet deep all the way out there.'" Nobody as yet has attempted to ride out there, unless there were strangers, and then they probably did not go all the way out, that is, if they were sensible.

## BALTIMORE.

## "NORVAL."

THE fourth annual reception of the Maryland Club was given Wednesday, the 13th. It was one of the events of the season. The club house was well decorated with all sorts of tasteful decorations. The gymnasium on the third floor was transformed into a charming banquet hall. The event was so complete a success as to eclipse all those that had gone before. There was a large attendance present.

THE annual election of officers of the Maryland Club will take place on Monday, March 11.

THE usual Friday dance held at the Baltimore club house last Friday evening was attended by a large number of members.

F. L. LEVERING and T. H. Bourne are applicants for membership in the Baltimore Club.

THE Centaur Club is looking for new quarters on account of lack of room. They prefer a club house near present location on East Lombard street. The club started two years ago, and had eight members, now it numbers forty.

THE Rambler Club Committee on Ways and Means gave, last Friday, an enjoyable entertainment to the members. Among those who participated in the entertainment were E. J. Sutton, H. Barrington, E. B. Jones, H. Smith, W. H. Thomas, Jr., and E. H. Cole. An elegant supper was served.

THE Maryland Club members are arranging a series of sparring matches between themselves. The first came off last Friday night, in the presence of a large crowd, between Messrs. Springel and Warwick. Soft gloves were used. Five bloodless rounds were fought and it was declared a draw by the referee.

MONDAY, Feb. 11th, City Councilman Hoffman, the Second Branch member from the Twenty-first and Twenty-second Wards, offered a memorial from German H. Hunt, William Shirley, James E. Ingram, Wallace King and others, protesting against the passage of the ordinance relieving Park Heights avenue (Pimlico road) and against fast driving within the city limits. The memorial was referred to the Committee on Police and Jail. A large number of cyclists in favor of restricting fast driving on the avenues in question were present, as were the horsemen, who came to plead for the privilege of fast driving.

F. C. KIRKWOOD reports reasonably satisfactory progress on the proposed road book. The data for Baltimore, Carroll, Frederick, Allegheny and Queen Annes Counties is all in, and others are expected to be heard from shortly. It is desirable that all reports be forwarded as soon as possible, because until they are all, in the drawing of the maps cannot be begun, and this work will consume some time. The Pennsylvania Division continues to urge Maryland to join in the preparation and adoption of a road book which will cover Maryland, Pennsylvania, Delaware and New Jersey. It has not yet been decided to do this or to adopt Mr. Kirkwood's book.

THE vexed question of what should be done with the long-distance medal of the Baltimore Club has at last been satisfactorily settled. At a special meeting called, all those who had entered the contest signed a withdrawal of all claims to it. Breckenbridge, whose claim had promised to give some trouble, was the first to sign off, under pressure of circumstances.

## ANOTHER AUTHORITY ON THE LOAFING AND RACING QUESTION.

*Editor Bicycling World:* I have read, with interest, the many suggestions regarding racing and the loafing question and hope you can find space for the following. It is a most difficult subject to adjust to every one's satisfaction, but the public are pre-eminently the ones to be considered. They do not care for long races.

The most interesting racing I have ever seen was the professional championships at Buffalo last fall (a series of three races counted by points), and the mile handicaps, professional and amateur, at Hartford. Why isn't it a good plan to make a feature of mile heat races, the same as in horse racing, best three in five? For the professionals, as much money could be put into one race as is now given in three, and the same way with the value of the amateur prizes. Then divide the amateurs into two classes, slower and faster than 2.50. Have a novice race (one heat of a mile) and a good day's racing would be the result. Where the meetings are longer than one day, a mile handicap the first day, two-mile on second, and three-mile on the third ought to make good racing. A longer handicap than three miles ought never to be given, and no scratch race above a mile. The professionals are evenly enough matched to go in the same class, and any amateur, in the class slower than 2.50, will endeavor to compel his opponents to beat 2.50 to win. Compel every amateur to fill out the blank of "previous best performances" or put him on a short mark, and in a tournament of two or more days have some one who knows the men handicap them on the basis of their performances each day, that is, make out the handicaps every night for the next day's races.

A lap race, if it is a race instead of a procession, is too severe a task for the majority of the riders. Old riders can stand it, but the young men cannot do it with safety to themselves.

The pacemaker plan will never be found feasible, and the plan of offering a prize to the man who is ahead at each quarter mile has been tried without success. In the heat races there is a doubt till the last moment, and the people like the suspense. Of course there are a thousand and one arguments against this plan, and I am not egotistical enough to say it is the only one. At the same time I would like to see it tried and let the public be the judge. If I have been informed correctly, in England the men are compelled to ride four and five heats in one afternoon for one prize, and not too valuable a prize either. To the managers of race meetings I would like to say that they must not expect good time on poor tracks. Some club must take the initiative in this matter, and we shall never know whose plan is the best till they have been tried. Any one of those suggested is better than the present state of affairs.

Yours respectfully,

H. S. CORNISH,

Instructor Boston Athletic Association.

## MR. AMERICUS TO MR. OCCASIONAL AND MR. PARKINS, ALL OF COLORADO.

"WORDS, empty words, what do they profit?"

I have been watching, with mingled feelings of amusement and pity, the controversy that is at present being hotly carried on between two of your Denver correspondents.

With all due respect to the literary and journalistic abilities of Mr. "Occasional" and "Mr. Parkins, of Colorado," as well as their desire to show up their respective clubs to the best advantage, I must say that their recent utterings remind me of a parcel of school boys fighting for the possession of a handful of marbles more than what would naturally be expected from well-bred gentlemen.

As the conflict thickens, each contestant waxes hotter and uglier, and I am sure the controversy can be productive of no good for either organization.

Where peace and harmony should reign supreme, ill-will and dissension are gaining the upper hand by this jealous and spiteful cross-fire.

As an uninterested party, though in a position to judge with some accuracy how the land lays, I would suggest that the would-be journalists, from the cow-boy district, let this matter drop right where it is before any more harm is done.

Both sides are in the right to a certain extent, in my opinion, yet both are wrong.

With regard to riding abilities, I think "Brother Parkins" has the best of the game.

If a team race should ever materialize between the two clubs, the "Ramblers" would make it decidedly interesting for their opponents, but certain it is that the "Social" Club has no ground whatever for being jealous of its Rambling friends, as far as an enjoyable, pleasant and well organized club is concerned.

I have accompanied the S. W. C. on several of its runs, and have always found them most enjoyable, for the reason that they go in for fun and wholesome pleasure, rather than for pumping their legs off over well nigh impassable roads simply for the purpose of piling up "records." Now, my dear children, one word more and I leave you in peace.

Do you not think you had better give the matter up, and acknowledge that you have both bitten off more than you can masticate? Do you not think the existence of a more friendly and harmonious feeling between the two clubs would be more productive of good for both than this childish and unavailing squabble? I do. Let's quit and call it square.

AMERICUS.

## A SUGGESTION TO THE RACING BOARD.

*Editor Bicycling World:* In reading over the Racing Rules of the L. A. W. for 1889, I find that nothing has been done to provide for the safety riders. Now, as the safety has come to stay, I think it would be in order to suggest that the L. A. W. establish a one, two, and three mile safety championship, also to introduce a rule barring *safeties* from all ordinary bicycle events. I think the above will add strength to the L. A. W. Rules, and protect the ordinary rider from danger. Hoping that the L. A. W. will accept and act on the above suggestions, I am

Truly yours,

WM. J. CORCORAN,

Bicycle and Athletic Trainer, Boston, Mass.



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## TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the *Bicycling World Co.*

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## EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 22 FEBRUARY, 1889.

## LEAGUE OFFICERS FOR 1889-90.

CHARLES H. LUSCOMB, of New York, President.

James R. Dunn, of Ohio, First Vice President.

Sanford Lawton, of Massachusetts, Second Vice President.

W. M. Brewster, of Missouri, Treasurer.

WE must ask the forbearance of several of our regular correspondents this week, in that the full report of the National Assembly meeting crowded out their letters.

BY the vote to credit and return to Divisions which have contributed sums to the National body, all excess over the fifteen cents per capita which said Division may have paid in, it will give Massachusetts the sum of about \$150. Mr. Brewster on behalf of Missouri seemed to think that his Division would refuse to accept the rebate, and Mr. Cook on behalf of Rhode Island also stated that he believed his Division would be willing to let the matter of rebate pass. We believe that the idea of refunding any such excess is a just one and we were glad to see it prevail.

WE present to our readers this week a full report of the meeting of the National Assembly held in New York last Monday. It was a harmonious, business-like event, scarcely a ripple of excitement stirred the placid flow of the debate.

The election and choice of President, over which we opined there might arise a "sma", wee bit of a breeze," was accomplished in manner decorous to the last degree. The incoming President, Mr. Luscomb, impressed us as being a man eminently fitted to act as a presiding officer. His rulings and decisions were given quickly and correctly, and his method of dispatching business was refreshing to those who dislike drag. *En passant* we desire to commend the Credential Committee, of which Dr. Emery was the Chairman, for the manner in which that committee discharged its duties.

The report read by Mr. Luscomb, in which he deals with that celebrated circular incident, is a strong one, and will be read with the greatest interest by all the members, and especially those of the

New York division. Mr. Luscomb takes the bull by the horns; he makes no *excuses*, but he does *explain*, and his explanation will no doubt throw an entirely different light on this matter, in the minds of those who condemned Mr. Luscomb's actions. We ourselves were among that number.

The assessment of fifteen cents per capita voted by the Assembly, has to a certain extent been compelled by the fact that the renewal date has been extended to April 30 this year. By this change the members get just so much more advantage out of the League. In other words, they get one year and four months' membership for the usual yearly fee. We therefore do not anticipate that there will be much, if any, objection to the assessment, as the amount is so small and the extending of time so proportionately large, that fair minded members can scarcely protest.

## A CYCLE TRACK AND ATHLETIC GROUNDS FOR BOSTON.

THAT Boston is at last to have a cycle track and athletic grounds worthy of the hub of the cycle world, is now a settled thing. The idea has been a pet one of Col. Pope's for some time but now the idea has taken concrete form and so Col. A. A. Pope together with Henry D. Hyde, Asa P. Potter, G. T. W. Braman, Henry M. Whitney, Irving A. Evans, Samuel Brown, Isaac F. Burr, A. D. S. Bell, Colonel Greenleaf and others have bought lands and will go ahead. All are well known capitalists, and include in their number the controllers of the West End Land Co. Certainly the names of the promoters is a good guarantee that business is meant.

The site selected, covers an area of 1,000,000 square feet, and is situated but a very short distance from the terminal of the new Harvard bridge, which is to connect Boston at the foot of West Chester Park with Cambridge at Front street. The property is bounded by Front street, Pacific street and Sidney street. The exact plans have not yet been decided on, but in general they will contain a half mile bicycle track, built on the most approved scientific principals, a running path will be laid out inside the half mile track. Inside this, a base ball ground will be laid out. Tennis grounds will also be a feature. The seating capacity of the grand stand will be about 15,000. Exact particulars and plans will be presented to our readers just as soon as the management have fully decided. It is the intention of the company to make these grounds the most complete and best equipped of any in the country, if not in the world. The location is handy to Bostonians and Cambridge people alike, and will be easy and quick of access by either horse cars or cycle. Success to the new venture!

## KANSAS CITY.

## "ERRATIC QUILL."

The belated wayfarer this morning heard merry music issue from the United Wheelmen's club house, and it was music that made them stop and listen. Within the club house Herman Perlet, musical director of the Duff Opera Co., sat before the piano, while around it, mixed in with a score of cyclers, sat and sang six of the leading male members of the company. The boys, some thirty strong, had just been honoring the cycling musical director with a theatre party, and were now capping the pleasures of the evening by entertaining the aforesaid gentlemen at the club. That dry and good-natured comedian, Harry Brown (the Pasha, Prince Lorenzo, *et al.*), was there, and so was genial Will Rising (the impecunious European), Willet Seaman (the Beggar Student), Jacob Shopp, the Russian basso, Jas. Lackaye, and Chas. B. Stoughton. It was 2 A. M. before the party broke up, but those of our neighbors who were awakened from their slumber could hardly feel otherwise than pleased, as the general verdict was that the singers excelled their stage efforts of the preceding hours.

THE United Wheelmen are getting there with both feet. As an illustration I cite the fact that eight applications for membership have been filed during the past ten days. New members are coming in rapidly, and with hardly a solitary exception they are men of mature age and the best of social standing. In short, our membership is one that we are justly proud of.

OUR next ladies' reception will take place Thursday, March 7, and will outdo our last. The entire reception room will be canvassed hereafter, giving room for five "sets," queensware, etc., purchased, instead of hired, and various other details improved. These receptions are for members and their lady friends only.

As to out-door sport—we've had it all winter. Captain Ellis calls a run for each Sunday, and almost every Sunday has brought sunshine, good roads, and a goodly delegation to enjoy them.





## NEW YORK

## PICKINGS.

We were in New York on Monday and we picked up a few pointers as to what was going on. Among the things we heard that pleased us most was that E. J. Shriver through his complaints to the Park Commissioners has caused so much dissatisfaction with the way 72d street has been macadamized, that he has received a letter from them (the Park Commissioners) asking him to take a hand in the construction of the remainder of it, and to see that it is properly constructed. This is a big victory and should be made much of.

THE New York Bicycle Club are very much alive, if we are to judge by the above and the following little scraps of news we gleaned relating to that club. It sent its president, E. J. Shriver, to Albany, on Tuesday, 12th inst. to appear before the Committee on Banks to protest in the name of the N. Y. B. C. against the repeal of the half holiday law. No other wheelmen or association appeared to protest. This same club has also authorized its president to appear before the Committee on Cities, favoring the passage of the bill to pave the Boulevard with asphalt.

"I WON'T go to bed until I get that \$500"; thus quoth the wrathful Lottie Stanley, the winner of the woman's race held at Madison Square Garden, New York, last week and Lottie was very mad when she said it. The plucky little *cyclienne* avers that manager Troy promised to pay her \$500 if she won the race and in order to get the prize she rode "all out" and to the bitter end. On the other hand manager Troy said he had a contract with Stanley to ride for a salary of \$25 per week. Stanley retorts that Troy broke that contract any way, and that the offer of \$500 to the winner was made and she proposed to have the ducats. She would not be put off with a "no" and so after a prolonged session commencing Sunday night and ending Monday at four o'clock in the morning, manager Troy capitulated to the stormy, tearful, persistent little Lottie and he promised to pay her the \$500, and so Lottie went to bed.

ONE of the most pleasant incidents of our trip to New York was the meeting and renewing the acquaintance of Louis Harrison ex-Captain of the Boston Club an ex-Editor of the *WORLD*. In response to an invitation in company with C. S. Howard and W. I. Harris we took dinner with Mr. Harrison on Monday evening and the few hours we spent with him were all too short in which mutually to recount the history of the past, since Mr. Harrison left the sombre town of Boston, for the glittering capital of the world. Personally we found him just the same jolly good natured brilliant fellow that we bid goodbye to many moons ago; a trifle more flesh to the square inch than he used to carry perhaps, but he was the same "good old Louis" as in the days of yore.

In our exuberance of good feeling we came near putting our foot in it when we were about to ask Prial, "how is your circulation old fellow?" As it was only our intention to ask after the condition of his health, it would have been awkward under the circumstances if we had put it *that way*; wouldn't it?

PRIAL was "werry" glad he did not referee the female cycle race. W. I. HARRIS and wife ride a tandem.

## NEW YORK AND

## NEW JERSEY.

## "JONAH."

As the spring riding season looms up on the horizon the road scorers in the clubs are beginning to realize that the interment of the famous Alphabetical Association was unwisely premature. The regret is pretty generally expressed that it was not at least allowed to continue in name, until some big head arose from the cycling wisecracks to suggest some plan whereby the competitions for the cup, that produced the greatest road races the country ever saw, might be continued into indefinite futurity. But now the cup has been deeded in for ever to the Kings County Wheelmen, and future contests, if there be any, must be run under a new association. There is an urgent demand that such an organization be started immediately. Will not some one now move to reconsider my motion made in other columns, some time shortly before the obsequies of last fall,

that one of two plans be adopted? Either let there be a convention of clubs called and a national association formed, with championship meetings spring and fall in various convenient districts of the country; or let the clubs hereabouts form a new organization, purchase a trophy, and throw open the contests to teams from all athletic and bicycle clubs, a good round entrance fee being charged to defray expenses. It need cost the organizers nothing, for I am sure the dealers could be induced to put up the trophy. As to competitors there need be no fear, for with all the clubs in the country to draw from and the strong teams now in existence in the athletic clubs hereabouts the K. C. W. would not have to go out into the highways and hedges to hunt up soemen worthy of their steel. Are there no enthusiasts to start the ball rolling?

FOR once a professional bicycle race has been made to pay in New York. Even though the exterior attractions of femininity and beauty have had to be added, the success speaks well for the growing interest in the wheel. The wheelmen patronized the race well, the Manhattan and Kings County boys being prominent as "boomers."

A STURDY little lump of flesh on a rowing machine has been attracting crowds to Spalding's window on Broadway for a fortnight. Four hours, or more, a day of hard sliding and pulling, are putting Fred Coningsby, the midget conqueror of Eagle Rock, in great shape for some early tussle with that famous hill.

ALL the dealers are in high good humor over the season's prospects. The safety craze, which has attacked this neighborhood in a violent form, will be their bonanza. Said the manager of one of the big firms, also a prominent rider, to me the other day: "I shall have to take to my light roadster again. If some of the old riders are not seen on ordinaries we shall have no more sale of them. I am calculating to sell three safeties to every ordinary this year."

THE Wheelmen's Bowling League was an excellent idea, and has done much to promote the fraternal relations between the clubs. Comparatively low scores and even inexcusable absenteeism in several instances should not discourage. Novices are never experts and can't expect to be. Let the cycling bowlers persevere, and in a season or two they will have a League that will produce as big records and arouse as much public interest as the famous one of the amateur athletes. Hudson County should prove winners, as they had the advantages of a draft from the Palma and Jersey City teams of the Athletic League.

## PORKOPOLIS NOTES.

## "STAR."

So your Pennsylvania correspondent rejoices that I have been "sat upon" by the New Haven man, does he? Ah, "Ariel," how unkind! A cap is for utility and not for show? Then why not get a jockey cap and be done with it? You would then have utility with a big U, and no mistake. The claim that the League cap affords more protection to the eyes than one with a straight visor is a mistake, and will not hold good. The straight visor is objected to on the ground that such caps are worn by messengers and horse-car drivers; but isn't the drop visor cap worn by brewery employees, members of that "Leedle German Band," and the recent immigrant from "Vaterland?" You pay your money and you take your choice. The cry of "utility" reminds one of the time when certain of our wheelmen were wont to ride up and down Race street with nothing on above their waists but dilapidated cotton undershirts. They were going in for utility with a vengeance. Because the employees of certain corporations wear caps that look like stew pans is no reason for objecting to a properly shaped cap with a straight visor. The C. B. C. have a large photo. of President Kirkpatrick to which they point with pride, and on his head is a cap with a straight visor, and his election to the office he now holds was no doubt due in a large measure, to the stylish and commanding appearance it gave him.

Why should wheelmen regret the burning of a brewery in St. Louis? There are unfortunately too many of them left as it is.

THE sadly Maimed Piper seems to have recovered from Cupid's wound, for almost every day he may be seen riding an ordinary on the asphalt streets.

A NUMBER of our local wheelmen took advantage of the delightful weather on the first and second Sundays of this month and took runs to Clifton, Walnut Hills, Linwood, and other places.

In order to insure promptness in the attendance on club runs, the C. B. C. intend, during the coming season, to compel each tardy member to wear a League cap for a day. They believe this will prove an effectual remedy for irritating delays.

AFTER spending two years in investigating the merits of the different types and makes of machines, Charley Allen, much to the surprise of every one, has finally purchased a safety. It is so light, he says, that he can lift it with one finger. Dr. Green and Mr.



Bennett had better look to their laurels, for Charley says he intends to do some lively road riding during the coming season.

ON Saturday, Feb. 16, the silvery tongued Marqua participated in an amateur minstrel performance on Price Hill. Twenty-seven of the C. B. C. were there in a group near the front, and just as he finished singing "I Believe it, for my Mother Told me so," they sent up by the usher, an elegant plush case, and when Sweet William opened it and saw the golden axe embedded in the folds of satin, he exclaimed, "Oh, Hel-en," and his blushes could be seen in spite of the burnt cork.

## NEWS

## AND COMMENT.

THE *Cyclist* takes exception to our asking for further particulars in regard to that alleged record of 2.18 1-3 on a Triplet. We have before us the *Cyclist* containing the bare announcement, and stating that full particulars would appear in the following issue. Nothing further was said, and so we still hunger for facts as to whether the performance was "Ah Fongish" in its nature.

LUSCOMB is elected and we still live.

KEEP your weather eye out for the issue of March 8th.

WE hear that J. Purvis-Bruce is en route for America.

LOUIS HARRISON is found. See our New York "Pickings."

MR. KIRK BROWN, of Philadelphia, was in Boston and paid us a visit last Tuesday.

MR. HALL of the Coventry Machinist Co. sailed from England for Boston last Saturday.

Now that election is over just bear in mind that we shall issue a big paper in March sometime.

THE ball given by the Biddeford and Saco (Me.) cyclists last week Wednesday was one of the most brilliant affairs ever given in that State.

THE clubs of Fall River, Taunton, New Bedford and North Attleboro' have formed a racing association. The first meet will be held on Decoration Day.

LOTTIE STANLEY covered 624 miles 2 laps at Madison Square Garden last week. Von Blumen came next, but 32 miles behind. Armando wasn't in it.

THERE were 79,365 visitors to the Stanley Show. Over 1000 machines were exhibited, 30,000 square feet were occupied and it took three miles of red cloth to cover the stands.

THE Kentons of Covington, Ky., have a real skeleton as one of the ornaments [?] of their new club rooms. The skeleton was found there in a closet when the club took possession.

THE Cambridgeport (Mass.) Club had a donation party last Thursday. The lady friends were invited, and the club was the recipient of many handsome presents from its fair friends.

A LOWELL, Mass., exchange thus comments: "Though the dis-taff has been superseded by modern machinery, the bicycle race for ladies shows that women retain their ancestral affection for the wheel."

HISTORY repeats itself. The papers (of New York this time) are discussing the question as to which is correct, cyclist or cyclist and so the musty chestnut becomes a live question once again. Will some one shoot it?

To Colonel Pope and other enterprising gentlemen connected with the West End Land Co. will Boston cyclists and athletes be indebted for the possession of a splendid track and superbly appointed athletic grounds.

MR. JOHN B. SEWARD, "of Boston," rather took the meeting by storm in New York last week, by his protest and correction as to the use of the words "trousers," "knee breeches" and "pants!" as applied to the leg gear of the cyclist.

MR. ISAAC B. CHASE, of Portland, Me., had the honor of being the first to introduce the bicycle to the inhabitants of Guadeloupe, W. I. When Mr. Chase and his bike appeared all the inhabitants of that district just took a day off to see him ride.

RACING in Omaha is booming. In a race of 50 miles between Senator Morgan and Charles Ashinger, the latter won. Morgan had a bad fall. Among the future fixtures the "lady" bicyclists are booked, and also a race between cowboy bicyclists. Jack Prince is a large bow-wow, in Omaha nowadays.

THE California Road-racing Association is composed of eight wheel clubs, one each from Oakland, Stockton, Los Angeles, Pasadena and San Jose and three in San Francisco. During the present month the members of the different clubs will select delegates, who will form the association for 1889 and elect their own officers.

MR. WALTER COLLINS, President of the Star Club of Cleveland, Ohio, writes us, "I see by last weeks WORLD that the Star Wheel Club of Cleveland, O., have disbanded. Please correct, and say that a meeting was held to discuss the question, but by an almost unanimous vote concluded to continue the organization. We will still "twinkle." I think the report emanated from some one maliciously inclined."

C. H. PLUMB, of 908 Pennsylvania avenue, Washington, writes us as follows: "On inauguration day, 4th March, we shall have a stand in front of our place eleven feet above the ground (back seats raised) seating about twenty-five people, with no trees to obstruct the view in front, and all conveniences. We are just midway between the Capitol and Treasury, and can guarantee entire satisfaction. Seats will be \$2." For further particulars address Mr. Plumb.

THE introduction of the vices of "civilization" among the savages has always been a source of regret to the humanitarian, but the very acme of refined cruelty is reached if the following item is true: "Thomas Stevens, the bicyclist, who has gone to Central Africa, takes two dozen Waterbury watches with him to present to the chiefs." Mr. Stevens was always prolific in expedients, and we can imagine the machiavelianism which suggested the scheme of giving a Waterbury to a troublesome and war-like chief, and allowing him to expend his energy and exhaust his physique by winding this modern instrument of torture.

### W. WINDLE ON THE LOAFING QUESTION AND ITS REMEDY.

WE took occasion to write Mr. W. Windle, asking for his opinion on the matter of loafing, and how to prevent the same. Mr. Windle's reply is brief and to the point. Handicapping seems to be the panacea for the existing evil from Mr. Windle's standpoint, and we agree with him, but we must differ with him in that it is necessary to have a racing man to do the handicapping. The element of prejudice and self-advancement might enter too largely into the racing man's judgment to be entirely safe. The best handicappers of England are by no means the most prominent racing men:

*Editor Bicycling World:* Yours of the 4th at hand. I don't believe that loafing can be prevented in a scratch race. To get fast time, managers should have handicap races, give very good prizes, and have some one that knows how to do the handicapping. I don't believe that any one but a racing man can make proper handicaps—one that has raced with the men, and he knows invariably just about what condition they are in and how fast they can ride. Time limit races are not a success in my opinion. Yours truly, W. WINDLE.  
Millbury, Mass., Feb. 5, 1889.

### ANNUAL MEETING OF THE LEAGUE OF AMERICAN WHEELMEN,

HELD AT GRAND UNION HOTEL, NEW YORK, FEB. 18, 1889.

THE corridors of the Grand Union Hotel were filled with cyclers on Monday A. M. from all parts of the country. No sooner did a delegate or member present himself at headquarters for the first time, than he was the especial mark of attention from the hands of "managers" of the two candidates. The attention was intensified when the said delegate was known to carry in his "inside pocket" a good fat package of proxies.

A sharp and careful canvas showed that Luscomb had a clear lead of from 20 to 30 votes unless something unexpected turned up to switch the vote over to the Pennsylvania candidate. Mr. Jessup's friends claimed that they could count as certain 35 votes, and that there were others that were uncertain which they hoped to be able to scoop. There is no doubt but that a good many delegates went on to New York with a decided leaning towards Mr. Jessup, but the arguments advanced by the other side evidently proved too potent, and a final canvas on Monday just before the meeting convened, showed that Mr. Jessup was losing ground.

At 10.30 President Kirkpatrick called the meeting to order and read the following report:

#### PRESIDENT'S REPORT.

To the National Assembly L. A. W.: As President of your organization for the past two terms, and in closing my administration I beg leave to submit the following:

I congratulate you and the League at large upon the harmony and peace which has prevailed, and upon the quiet and effective work that has been done. This result has been attained largely through the adoption by the recent administration of what is known as the cabinet method of administering our affairs, by which is meant that as President I have undertaken no important measure without first seeking the advice and opinions of the Secretary, Treasurer, my associates in the Executive Committee, and the Chairmen of the national committees. This has resulted in greatly improved plans, in a community of interest, and in thorough har-



mony in all our work. This plan has, in my opinion, proven a great success, and I heartily recommend it to him, whom, you in your judgment, may elect to succeed me.

We have been criticised somewhat from time to time with that ancient query, What has the League done? On this point I ask you to remember that two years ago the organization came to us heavily in debt, with the *Bulletin* a regularly losing venture. From that day until this the great point of concern has been to so husband our resources and income as to make ends meet. The League has not done much in the way of new and progressive work, simply because we have not seen the time during the past two years when we felt we had a single dollar to spare. Much might have been and much would have been done, had we had the money necessary for such work. We call attention to the fact that a year ago an arrangement was effected that secures to the League all the necessary features of the *Bulletin* to every member not only without cost to the organization but actually at a small profit; and this contract was recently renewed for three years, with certain changes of advantage to the League.

During the time mentioned a new Constitution has been evolved and adopted—a work of no small magnitude. New By-Laws, in accordance therewith, are present at this meeting, prepared by a special committee, which By-Laws will come before you for adoption. This work has taken much time and thought, and in view of the unsettled state of affairs naturally growing out of this change, but little other new work could have been undertaken.

For the future I desire to call your attention to the fact that a change in the date of renewals has left the organization a period of four months without any income. An appeal was made last March by the Executive Committee, asking for voluntary contributions from all the divisions to provide the means for running the national organization during this intervening period. Scarcely any attention was paid to this request. Recently our Treasurer has made a similar appeal, with but slight returns. The national organization must have the means with which to meet its necessary expenses, between January 1 and May 1, 1889, and I suggest and urge that this National Assembly at this meeting levy an assessment of at least fifteen cents per member upon all the divisions, allowing such divisions as have made contributions a credit upon their assessment to the amount of said contribution.

In retiring I have to thank the members of the Board of Officers, the members of this Assembly, and through you the membership at large for the very kind and cordial treatment I have received at their hands. My term of office has been to me a pleasant one, and to your forbearance with my mistakes and your kind approval of what I have been able through my co-workers to accomplish, I have to attribute this pleasure. To my associates in office and in the committees, I have to say, sincerely, I thank you for your assistance, your labor, your criticism and your cordial support. You have been to me a source of strength at all times, and to you, far more than to me belongs any credit that may be due my administration. I wish you all God speed, feeling assured that if the same friendly, hearty spirit of co-operation is accorded my successors, the League will come to be the foremost athletic association of the world.

Respectfully submitted, T. J. KIRKPATRICK.

New York, Feb. 18, 1889.

The roll call and the report of the credential Committee showed the following members present and the number of votes each was entitled to cast by virtue of his office and by virtue of the proxies he held. The names of members present and the votes they cast were:

Gibson, J. W. (3); Larom, C. E. (2); Brockway, C. L. (2); Atwater, Geo. S. (5); Oliver, Edwin (3); Dow, Geo. E. (2); Mott, Albert (4); Emery, Wm. H. (2); Robinson, Arthur W. (1); Seward, John B. (1); Howard, Chas. S. (2); Lawton, Sanford (1); Perkins, Geo. A. (1); Brewster, W. M. (5); Cooley, J. H. (3); Brown, G. Carleton (1); Pennell, Geo. C. (1); Bidwell, Geo. R. (1); Bull, W. Sheldon (4); Butler, Chas. S. (1); Luscomb, Chas. H. (1); Share, W. W. (2); Dakin, Geo. (1); De Graaf, W. H. (1); Adriance, I. Reynolds (1); Graves, Fred B. (1); Jones, Gerry (1); Kirkpatrick, T. J. (6); Dunn, James R. (1); Jessup, Geo. A. (5); Trimmer, D. K. (2); Holly, C. B. (1); Van Nort, John J. (2); Brown, Kirk (3); Davol, Chas. S. (5); Perkins, Howard L. (1); Cooke, Geo. L. (1). 36 present, 44 Proxy.

The nominations were then in order and Mr. Geo. R. Bidwell presented the name of Mr. Charles H. Luscomb of New York. Another nomination was then made by Mr. D. K. Trimmer, and he in fitting words presented the name of Mr. George A. Jessup of Scranton, Pa. Mr. Brewster, on behalf of the Missouri Division, seconded the nomination of Mr. Luscomb, and Mr. Oliver, on behalf of the Illinois Division, seconded the nomination of Mr. Jessup. The meeting then proceeded to ballot.

The tellers, Dr. G. Carleton Brown of New Jersey, and John J.

Van Nort of Pennsylvania, reported 58 votes for C. H. Luscomb and 20 votes for George A. Jessup. The Chairman then reported Mr. C. H. Luscomb elected President of the League of American Wheelmen.

President Luscomb then took the chair, and in a few terse words thanked the assembly for the honor conferred, and at once proceeded to push the work. Nominations for First Vice President were declared as the next in order of business.

Mr. Geo. S. Atwater nominated James R. Dunn, of Ohio, for First Vice President of the League.

Mr. Kirkpatrick seconded this nomination. The meeting then voted to cast one vote for Mr. Dunn. This was ordered and Mr. Dunn was declared elected.

Dr. Emery, of Massachusetts, nominated for Second Vice President, Sanford Lawton, of Massachusetts. Dr. Brown, of New Jersey, seconded the nomination, and one vote being cast by the Secretary, Sanford Lawton was declared elected to the office of Second Vice President.

Geo. E. Dow nominated W. M. Brewster for the office of Treasurer. Edwin Oliver seconded the nomination, and the Secretary cast one vote for Mr. Brewster, who was declared elected to the office of Treasurer.

The following reports were then read:

#### SECRETARY'S REPORT.

11948 names were on the roll of the League on the first day of January last, and to-day we have 12,100 members. Again has the organization scored a "best on record," and once more we have raised the mark at which we must aim in order to preserve our reputation for always moving forward. New York still remains the "Banner State," and she has now a membership as large as that held by the National Organization in its third year of existence.

The ten largest divisions of the Leagues have risen and fallen in the past two years as shown by the following tables:

| 1887.         |   |      | 1888.         |   |       |
|---------------|---|------|---------------|---|-------|
| New York      | - | 2317 | New York      | - | 2467  |
| Pennsylvania  | - | 1730 | Pennsylvania  | - | 1476  |
| Massachusetts | - | 1328 | Massachusetts | - | 1236  |
| Ohio          | - | 940  | Ohio          | - | 946   |
| New Jersey    | - | 865  | Illinois      | - | 756   |
| Connecticut   | - | 642  | New Jersey    | - | 742   |
| Illinois      | - | 635  | Connecticut   | - | 471   |
| Missouri      | - | 368  | Maryland      | - | 465   |
| California    | - | 344  | California    | - | 401   |
| Maryland      | - | 289  | Missouri      | - | 361   |
| PERCENTAGE.   |   |      |               |   |       |
| Maryland      | - | .160 | Missouri      | - | .0980 |
| Illinois      | - | .119 | Massachusetts | - | .0930 |
| California    | - | .112 | New Jersey    | - | .0857 |
| New York      | - | .106 | Pennsylvania  | - | .0853 |
| Ohio          | - | .100 | Connecticut   | - | .0733 |

The tables speak for themselves, and tell the tale of those divisions which have gone forward and those which have fallen behind. The financial condition of the League is always an interesting one, and especially so is it when the important question of cheerful solvency or gloomy insolvency is hanging in the balance. On the first of January the League was able to pay every dollar it owed by using its quick cash assets only, and to-day our entire assets exceed our liabilities though we have hardly cash resources enough to meet all our bills, should we be called upon to pay them at once.

On the first of February the Secretary owed to the divisions the sum of \$995.33. To meet this liability, he had \$467.19 in cash on hand, and \$225.00 in claims on call, and this together with the \$300.00 due March 1st from the BICYCLING WORLD CO., making \$992.19, will very nearly pay the obligation, leaving only the deficit of February to be met. The four extension months through which we are now struggling are not very productive ones, and our expenses by far exceed our income. Our entire income for January was \$38.00, and that for the present month will be even less. A deficit at the end of the financial year is inevitable, and the income for 1889-90 must be encroached upon unless the Assembly, in its wisdom, provides for the extinguishment of our debt in some other way.

During the year 1888, there was received for initiation fees and dues the sum of \$14,610.50, and of this \$7851.00 came from the 7851 renewals, and \$6759.50 was paid in by the 4049 new members. Of the sum received, \$6427.16 was credited to the divisions, and \$8183.34 was the Treasurer's share. Under the new system of apportionment, provided we duplicate our membership record, the sum of \$8660.50 will go to the divisions and \$5950.00 will go to the Treasurer. Or if the Assembly shall vote to make but one division of dues, charging the entire dues for six months and half dues for



# THE EAGLE BICYCLE.

THE WHEEL OF '89.



SIMPLE DIRECT CRANK MOTION.  
No Complicated Mechanism to get out of order.

BALL BEARINGS EVERYWHERE.

AS LIGHT AS THE "ORDINARY."

Levers, Clutches, or extra friction of any kind.

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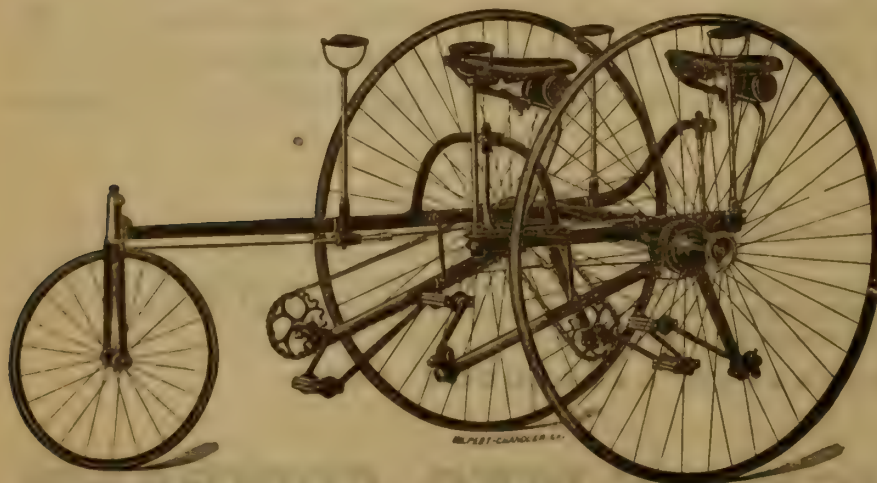
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the remainder of the year, the Divisions will gain about \$500.00. The expenses of the Secretary's office for 1887 were \$5687.96; for the past year the expenses were \$3152.16. At the beginning of the year, the Secretary charged off \$1556.81 loss on *Bulletin*. During the year cash to the amount of \$1868.60 has been sent to the Treasurer. The card case account has shown a profit of \$181.20 and there are 125 card cases now on hand.

During the year that has past we have done not a little in the way of moulding and manufacturing public opinion in favor of improved roadways. The little pamphlet issued by the Secretary has been circulated in every State in the Union. In many cases these have been sent to members of the Legislative Assemblies, to Town Committees and to Highway Surveyors. Interested wheelmen have secured the publication of the contents of this pamphlet in very many local newspapers. For such a pamphlet there had been an eager demand, and it seems to have done a good work in making not only the people but men in high position talk of highway improvement. The Secretary has had in mind the publication of several other documents relating to road improvements. The Massachusetts Agricultural College has just had prepared a very valuable essay on road making, and it will be published in its annual report soon to be issued. The President of the college and the author have written the Secretary that the League may use this essay, and have copies printed from the original type before it is thrown down. All such work as this rightfully belongs to the Committee on Highways, but a portion of the expense should be borne by the divisions that obtain the advantages which may accrue.

Some plan should be adopted whereby the road work can be superintended by the National Committee, for one central committee can work much more effectively than can a dozen or more different State committees, and at very much less expense. Economy of money in this cause at this time would be a mistake, and if there is one among us who is more of a hustler than another, he is the man for the important work. The hotel system of the League needs, and should have, improvement. Some plan should be devised whereby privileges obtained by League officials should go to League members only. As it is now, hotels give discounts to wheelmen indiscriminately, for the average hotel clerk seldom asks for the ticket. A list of hotels throughout the country should be issued by the Secretary for the benefit of the members. To do this would require a large outlay of money for printing and postage, but your Secretary is now in communication with a publishing firm that will probably issue a complete list of this kind, and distribute it free of cost to League members, getting return for its work from advertising patronage. And while the hotel system is under consideration, measures should be taken to check hoodlumism at hotels, which bids fair to assume proportions that will discredit wheelmen and the League in the minds of the non-wheeling public. A special committee on hotel work would find much to occupy its attention.

There is a distressingly long-felt want for some provision whereby a member can be transferred from one division to another. "A" joins the League from Ohio and the next month he moves to Indiana. Under the present rules he is disfranchised, for he cannot vote in his new home nor can he count on a quota of the division to which he has originally been attached. His division has received the dividend on his dues, and it seems unfair that the new division to which he has contributed nothing should extend such special privileges as the gift of road books, etc., which they have to pay cash for. And yet the League loses many workers in this way. In several cases enthusiastic members have gone from one State to another, eager to continue League work, but they find their hands tied by the rules, and they have to wait till the whirligig of time brings round another year. It would seem an easy matter to institute some such system as obtains in the charity laws common to many States. A person who gains a settlement in one town may receive aid from another town, and the town which extends the aid has for the sum expended a legal claim upon the town in which the settlement has been gained. Some such scheme as this would be of great advantage to the League in many ways.

Next year the League will pass an important mile stone in its history, and it is not too early to give our thoughts to a celebration befitting the tenth anniversary of our organization.

While we do not believe in a frequent renumbering of members we think it will be well to fill up the gaps in our numerical list at least once in ten years, and we will recommend that the numbers be closed up and the new numbers given out next year. We have now in use only 12,000 out of 21,000 numbers.

There are upon the rolls forty-eight life members. The Constitution now in force knows no such kind of membership, and the number cannot be increased. Can it and should it be decreased?

Several of the life members have expressed a desire to withdraw from the list and enter upon the annual list. The fees from these members are now locked up in a reserve fund, and this body alone

has the power to turn the key. It may not be well to take any action to force members from this list, but if they desire to retire from it they should be accommodated.

The Secretary wishes to impress upon the State officials the importance of keeping headquarters posted regarding what is going on in their respective divisions. Constant inquiries come to the office, and if the Secretary is to be a reservoir of information he must be kept full. Scores of letters from officials, from State Senators and Representatives, have been received, requesting copies of road bills said to be before State Legislatures, but much writing on our part has been of no avail, and we have been unable to get a sample road bill until, by courtesy of Vice Consul Brown, the New Jersey bill was received last week, and duly published. We can believe that this bill will be well studied, for just such a standard fills the traditional long-felt want.

During the year the Secretary has received very many letters, which he has answered to the very best of his ability, or referred to others for answer, and he finds that the work of the office does not decrease with the increase of members, and that leisure moments are like angels' visits, even in these days when wheels are bathed in vaseline, and wheelmen do no pedalling.

#### TREASURER'S REPORT.

To the President and Board of Officers of the L. A. W.: I beg leave to submit herewith, for your information, the following report of the transactions of the Treasurer's office, since the date of my last report, viz:

|                                  |          |
|----------------------------------|----------|
| Balance on hand,                 | \$588.05 |
| Received from the Secretary,     | 600.00   |
| Received from the Ohio Division, | 100.00   |

|        |           |
|--------|-----------|
| Total, | \$1288.05 |
|--------|-----------|

|           |
|-----------|
| \$1288.05 |
|-----------|

|                                                                       |        |
|-----------------------------------------------------------------------|--------|
| I have paid out on warrants duly approved by the Executive Committee, | 952.05 |
|-----------------------------------------------------------------------|--------|

|        |
|--------|
| 952.05 |
|--------|

|                            |          |
|----------------------------|----------|
| Balance on hand Feb. 18th, | \$336.00 |
|----------------------------|----------|

|          |
|----------|
| \$336.00 |
|----------|

The "Permanent Fund" obtained from life memberships is deposited in the Continental Bank of St. Louis, as a time deposit, and is drawing four per cent. interest per annum. The fund now amounts to \$304.00. Very respectfully,  
St. Louis, Feb. 18th, 1889. W. M. BREWSTER,  
Treasurer.

#### EXECUTIVE COMMITTEE'S REPORT.

To the National Assembly, L. A. W.: The undersigned, the Executive Committee for the past term have to report that but few matters outside of routine work has been referred to us.

One matter, however, has come before us of considerable importance. We have succeeded in renewing the contract with the BICYCLING WORLD Co.—the provisions of which contract are familiar to you—for a period of three years, upon the same terms as during the past year, with certain changes rendering some details still more advantageous to the League. We congratulate you upon this renewal, knowing the excellent satisfaction which the WORLD-BULLETIN has given the membership the past year.

Respectfully submitted,

T. J. KIRKPATRICK.

New York, Feb. 18, 1889.

W. S. BULL.

#### RIGHTS AND PRIVILEGES COMMITTEE.

To the National Assembly L. A. W.: Gentlemen—The Committee on Rights and Privileges reports that since the last annual meeting numerous questions involving the rights of wheelmen have been presented for attention and advice.

That in several sections of the country, particularly in Illinois, Minnesota and Pennsylvania, the committee has been called upon for information, where attempts have been made to interfere by ordinance with the free use of the streets by wheelmen.

In all such cases the committee has at once responded, furnished all necessary information and stood ready to take an active part in the case, should it be desired or required. There have also been brought to the attention of the committee several cases of assault upon wheelmen, while riding on the public highways, and in answer, the committee has forwarded advice as to the proper method of procedure, with precedents and authorities.

Early in the year, your committee caused to be prepared and printed, a small pamphlet containing much useful and important information, stating the rights of wheelmen upon the public highways and parks, and giving citations and opinions from judicial decisions in various parts of the country. Copies of this pamphlet can be obtained at any time from this committee or from the Secretary, and it is believed that its compilation will prove of value to wheelmen in their contests with hostile authorities, and with drivers and horsemen who have not yet learned that the bicycle has become a power in the land.



Your committee has also been called upon to pass upon several questions of construction of our laws, both as to the selection of delegates to the National Assembly and the election of State officials, caused by the transition stage of our organization and the absence of a complete and harmonious code of By-Laws.

There is not, at present, any important litigation in which the national organization is engaged.

It is recommended to the National Assembly that steps be taken, as early as practical and politic, looking toward the presentation of bills defining the rights of wheelmen and the legal status of the bicycle and tricycle, by statute, in every State where the wheeling interest is sufficiently strong to warrant it, and in this work the active aid and assistance of the national organization should be expended and its influence concentrated.

This recommendation is made from the experience of the Chairman of the committee in New York State affairs, arising out of and in connection with the "Liberty Bill," which passed the Legislature and became a law last spring.

At the time of the earnest and combined effort made by the wheelmen, when the fate of that measure was in grave doubt before the Governor, the Chairman of this committee did not hesitate to throw all the influence of the national organization in favor of that bill. With Chief Consul Bidwell of New York, the Chairman of the State Committee, and ex-President Charles E. Pratt, of Massachusetts, the Chairman of this committee attended at Albany and rendered all the aid and assistance possible to secure the signal advantage the signature of the bill would bring to the general cause of wheeling.

The question was close to an unusual degree, and every argument possible was brought to bear upon the Executive of New York State.

While in the Governor's hands, efforts were made through all those who were supposed to be influential with him, to induce him to see the importance of the bill, and the argument least neglected and very frequently pushed, was that the signature of the bill would secure to the Governor the support of the wheelmen.

This was not the promise of an individual but the common and distinctly understood and approved representation by many loyal wheelmen, using their best diligence to secure the signature.

Whether this representation was the potential reason for its approval or not, it is impossible to know. That it was signed and against strong opposition, is a matter of history.

This brings us in proper sequence, to the action of the Chairman of this committee, who, in November last, sent to the members of the L. A. W. residing in New York, the circular letter hereto annexed, and which has caused some comment and criticism both favorable and otherwise among our members.

It is proper to say that the other gentlemen upon the Committee are not responsible for the act of the Chairman, as the circular was published and distributed without their knowledge, solely and only, however, because there was not time, between the request for our support and its issue two days before election, to discuss the propriety of the action in committee and agree upon its detail and presentation. This was a technical violation of committee etiquette to which my associates may rightfully take exception, but the circumstances being urgent, the Chairman did not allow delay to defeat the response, and upon his own responsibility and over the signature of Chairman, to indicate that it was an officer and not a committee, personally assumed to advise the wheelmen to support one of two gentlemen, then candidates for the office of Governor of New York.

Directly prior to the election, your Chairman was specifically reminded of our promise of support made in the early spring, and our action solicited.

The call placed our organization in this dilemma: Either respond instantly, redeem our promise and gain all the advantage such proceeding would win in our coming legislation, or prove false to our representations and lose all the force of united organization for the accomplishment of future work.

It is useless to shut our eyes to facts, or to lose sight of the primary proposition, that the L. A. W. is organized for something more than parades and mutual acquaintance.

The purpose of our association is to secure and defend the legal rights of wheelmen, whenever and wherever we can, and by all lawful measures.

This is the reason for the appointment of a National Committee on Rights and Privileges.

We are not fighting play battles upon highly moral grounds.

We are organized to demand and secure our rights and when we go into the enemies' country, we must employ weapons which they will feel. We can't win victories by waving banners with mottoes on them.

Last November we were confronted with a situation which forced the political question to a direct issue. Several times heretofore,

we have loaded our gun, with great pomp and display and ceremony and trained it on the enemy. Now the conditions demanded, "withdraw the charge or fire the gun!" Gentlemen, I fired that gun! And I declare, with all the confidence that after thought has added to careful consideration and judgment, that it was the best thing that could have been done for the future success of the L. A. W. in legislation.

Remember, the circular was not partisan; did not advocate the principals of either political party; did not ask support for a political party; but asked the wheelmen to demonstrate their strength as an independent body, whose influence must be considered as an ever present political factor, by casting their votes for a public official who had recorded himself as the wheelmen's friend, by his official act.

Establishing our position as a voting organization, makes us a power which every public official recognizes and respects; places in the hands of our representatives the most potent argument for the future legislation we seek, for it is the one which the politician most fears and wherefore most readily appreciates.

So, Gentlemen, the Chairman of the Rights and Privileges Committee saw before him, what he firmly believed to be a crisis of unusual importance to the L. A. W.: of serious injury to us if we failed to respond, incalculable benefit if we seized the vantage ground by a bold and aggressive move. Your Chairman felt that he would have been derelict to his duty, had he allowed so valuable an opportunity to have been lost through irresolution or indecision, and he acted without hesitation and threw the whole force of the League's influence, so far as lay in his power.

That the action was radical and far reaching in its nature, is unquestioned.

The motive and real reason for issuing the circular was at first generally misunderstood by our members.

I can only hope that in the calmer moments of clear thought, out of the excitement of a close contest, and with a more careful analysis of the situation and the necessity for active, aggressive and successful work by the L. A. W. you will appreciate both the necessity and the wisdom of the action; and taking a new departure, so vigorously advance the lines, that every Legislature will feel your influence, respect your demands and place upon the Statute Books such enactments that the "Road Hog" and the "Town Ordinance" shall be but the tender recollection of the infancy of wheeling.

Respectfully submitted, CHARLES H. LUSCOMB.

Chairman Rights and Privileges Committee L. A. W.  
280 Broadway, New York, Feb. 18th, 1889.

#### IMPROVEMENT OF HIGHWAY'S COMMITTEE.

To the National Assembly: Owing to the impoverished condition of the League treasury and the advancement of the season, the Committee have actually done nothing this year, and so have little to report except some suggestions as to the future work of the League in the matter of improvement of Highways.

The members of the League should feel that this is their work, and that this Committee is simply an instrument of theirs. That accordingly it is their duty to furnish the Committee with information and suggestion. This Committee wishes to know what are the best approved modes of constructing roads in the different sections of the country and on different soils; and what local laws require of public officers in the matter of making and maintaining roads, and whether such laws are practically effective.

A League man should always be known as in favor of an enlightened and advanced public policy in the matter of roads, and should use his influence as a citizen, politically, by supporting candidates of similar views and favoring measures tending towards road improvement.

The Committee should be in a position by reason of the large amount of facts within its knowledge to assist with advice and practical suggestion those who might apply to it for that purpose.

All printed matter on the subject of highway improvement should either be prepared by this Committee or approved by it before it should be allowed to go out in the name of this League.

In such ways as suggested above, and perhaps in others, the League of American Wheelmen may make itself felt as power tending to the material advancement of a higher civilization for the American people. Respectfully submitted, STEPHEN TERRY,

Chairman of Committee on Improvement of Highways,  
Feb. 2, 1889.

#### TRANSPORTATION COMMITTEE.

Mr. T. J. Kirkpatrick, President, New York: Dear Sir—The report of the Transportation Committee for 1888 will cover no new work accomplished, but rather the strengthening of our position with railways over whose lines we have free transportation. Bicycles are now transported free, when accompanied by owners and at owners' risk, all over the United States. The very few exceptions are the Boston and Albany Railroad and the Pennsylvania Railroad



east of Pittsburg. These are the two prominent exceptions or roads of consequence who do not accord the free transportation privilege. Each year pressure has been brought to bear on both roads, with some success in case of the Boston and Albany, which last year issued a circular reducing its prohibitory tariff to reasonable figures.

Our position was considerably strengthened by the Baltimore meet, in that we kept good faith with the Baltimore and Ohio, and other lines that had granted us favors in the past. A very desirable business was concentrated to these lines and satisfaction was expressed by them. Large meets and gatherings help to a large degree in heightening the privileges of wheelmen on railways, for in proportion to the revenue we have to offer, our League will be ministered to by transportation lines.

An evil that wheelmen have most to contend with is the attitude of baggagemen in making unauthorized collections under the explanation that the rules of their company had been changed. This matter can be corrected by wheelmen paying and taking receipt and reporting to the Chairman, or to the railroad direct. Much work of this kind has been done during the past year, and the result has been satisfactory to us, in that baggagemen have been generally corrected by the General Passenger Agents of their roads. It would be a good thing if the divisions would take this matter more in hand, and audit complaints of wheelmen for overcharges and difficulties occurring within the division. One committee, through one Chairman, is unable to properly handle these details for the whole country. It has done the best it could in the past, and yet many complaints have not been investigated, much to our regret.

With the increase in tricycles the question has many times been raised as to whether they were included in the free transportation concession for bicycles. They are not so included. In many cases, however, there has been ample space in a baggage car and the tricycles have been carried free. It has been thought best not to press this matter with railways, as by so doing the interests of bicycle-owners might be prejudiced.

We have ceased to publish the names of railways that transport bicycles free. Many times during the year we are in receipt of requests for such list, from wheelmen who contemplate journeys. Wheelmen are recommended to the ticket agents for such information, as instructions concerning bicycles have as a general thing been printed in the books of instructions to agents, which are issued by railways. The two exceptions first stated above can be memorized and routes planned via other railroads which in every case are quite as desirable and direct on the longer journeys.

It now being an established fact that free transportation is accorded wheelmen all over the United States, the maintenance of and better application of this privilege depends upon the good organization and continued work of the League. There are influences at work every year to confine bicycles to the express car. The express companies are working for it, and some railways as well.

Yours respectfully,  
B. B. AYRES, Chairman.  
Chicago, Feb. 16, 1889.

#### RACING BOARD REPORT.

*To the National Assembly:* In preparing the annual report of the Board I have endeavored to embody all action taken since the previous report. For information regarding the work of the Board between April, 1888, and October, I have relied upon the official columns of our paper.

Nine men have been reinstated since the last report was presented: John Illston, Birmingham, England; Allie P. Steele, Franklin, Pa.; James Bearup, Wellington, Ohio; Percy Stone, St. Louis, Mo.; W. C. Hull, San Francisco, Cal.; E. B. Burnham, Newton, Mass.; T. R. Finley, Smithville, N. J.; C. P. Adams, Springfield, Mass.; G. M. Hendee, Springfield, Mass.

The application of Burton Hulett, of Armada, Mich., for reinstatement is now before the Board.

One wheelman has forfeited his amateur status by competing with professionals: Charles V. Richardson, Bryan, Ohio.

The national championships for 1888 were located and won as follows:

Half-mile bicycle—New Castle (Pa.) Bi. Club, by Will Windle, Aug. 29; 1.19 1-5.

One-mile bicycle—Maryland Division, by Will Windle, June 19; 2.43.

Two-mile bicycle—Long Island Wheelmen, by Chas. E. Kluge, June 2; 6.51.

Three-mile bicycle—New York Division, by Will Windle, Sept. 6; 9.27.

Five-mile bicycle—California Division, by F. D. Elwell, July 4; 16.56.

Ten-mile bicycle—New York Division, by Will Windle, Sept. 4; 31.37.

Twenty-mile bicycle—Not located.

One-mile tricycle—Maryland Division, by H. L. Kingsland, June 19; 3.02.

Two-mile tricycle—Not located.

Five-mile tricycle—New York Division, by W. E. Crist, Sept. 5; 21.47.

The Board has given its attention to the rules, and three entirely new rules, two substitutes—for rules repealed—and three amendments, have been adopted. The rules were printed in the January 25th issue of the BICYCLING WORLD. We hope, by these changes, to bring the racing men more under the control of the Racing Board and race officials.

It has been suggested to the Chairman, that amateurs who race at meetings where professional events are held should be suspended. Such a movement would seem both unnecessary and unjust, and would tend to place the Racing Board of 1889 in almost as warm quarters as the old Board of 1886 found itself the first day of June. If amateurs comply with our present rules, they should not be made to suffer by reason of the disreputable acts of professionals.

There has been no claim for record since October, 1886.

During the past season very little trouble has occurred among the amateur racing men, and we trust the season of 1889 will be entirely free from the faults that have injured the sport of cycle racing. The coming season will witness a trial of the time limit rule, also the new rule governing lap races.

In place of one handicapper we will have seven, each in charge of a district. Pace making is forbidden, and ungentelemanly conduct on the track now renders the offender liable to suspension.

These rules should be given a fair trial before being condemned. It is the opinion of the Board that they have covered a few of the weak places noticed in our rules last season.

Respectfully submitted,  
CHAS. S. DAVOL,  
Chairman Racing Board.

Feb. 18, 1889.

Dr. Butler, of Buffalo, moved that an assessment of fifteen cents per capita be levied on each division, and that every division that had already contributed be credited with the amount they had so contributed. The motion was seconded. Mr. Brewster moved an amendment to the effect that in case the contribution already made by any of the division exceeded the proposed *per capita* assessment then, and in such cases the League should *not* return such excess to such division. Dr. Emery and others spoke strongly against the amendment which when put to vote was lost by a large majority. The original motion of Dr. Butler was then put and was carried. Recess was then taken until 2 P. M.

Reconvened at 2.10, with President Luscomb in the chair.

The recommendations in the Secretary's report seemed to call for some action and a motion was made that they be referred to a special committee which should consider the report and recommend any action they should deem expedient. The Committee, Messrs. Jessup, Mott and Cooley reported later in the meeting and recommended that the matter of Road Improvement be referred to Committee on Improvement of Highways.

Hotel arrangements be referred to a special committee of three to be appointed by the President and it is recommended that the Secretary be one of that Committee.

The matter of transfer be referred to Committee on Rules and Regulations.

The matter of Renumbering and Arrangements for 10th anniversary be referred to the Executive Committee.

The afternoon was spent in revising the By-Laws, which were finally adopted as follows:

#### ARTICLE I.

##### OFFICERS.

Section 1. The President shall preside at all meetings of the League and of the National Assembly; shall appoint all committees not otherwise ordered; may fill pro tempore any vacancy in any office or committee not otherwise provided for; he shall have a general supervision over the affairs of the League; and shall make a report at the annual meeting of the National Assembly.

Section 2. The Vice Presidents shall, in the order of their priority, preside in the absence of the President at all meetings of the League or of the National Assembly, and perform in such absence all the necessary duties of the President at the time; and in case of the death, resignation, or removal of the President, they shall, in the order of priority act as President during the remainder of the term.

Section 3. The Secretary shall receive and cause to be published all applications for membership; shall receive and be accountable for all fees and dues; shall keep a register of all applications and any action thereon; shall receive all protests and refer the same to the Membership Committee; shall keep a list of members and officers



of the League, with notes of all changes in the same; shall keep suitable books of account, and shall pay out the funds in his hands only upon order of the Executive Committee or the National Assembly.

(b) He shall receive and answer, or refer to the proper officials, any correspondence with the members or officers that pertains to the affairs of the League, and any appropriate correspondence with non-members of the League. He shall notify members or officers of all meetings; shall issue certificates of office to all members of the National Assembly; shall record the proceedings of all meetings of the League and of the National Assembly; shall keep an accurate roll of the membership and officers and generally provide himself with all necessary statistical and other information.

(c) He shall act as editor of the Official Organ over which he shall have control, subject, however, to the supervision of the Executive Committee.

(d) He shall keep an account with the Treasurer, to whom he shall render a statement at least once every three months, paying to him such balance as may at that time be due over and above the amount required for running expenses of the Secretary's office.

(e) He shall keep an account with each Division and Sub-Division, and shall render a statement to each at least once every three months and pay them at least once every three months such money as shall be due them. He shall issue to every member the annual membership ticket.

(f) He shall give bonds for the faithful discharge of his duties in the sum of \$3000. He shall receive a salary of \$2000 per annum.

Section 4. The Treasurer shall receive and be accountable for all money paid over by the Secretary or received from other sources; he shall keep suitable books of account; he shall pay out funds of the League only upon order of the Executive Committee or the National Assembly. He shall give bonds for the faithful discharge of his duties in the sum of \$2000.

Section 5. Bonds required from officers of the National Assembly shall be subject to the approval of the Executive Committee, and all expense incurred in procuring the same to be paid out of the funds of the League.

## ARTICLE II.

### MEETINGS.

Section 1. There shall be an annual meet of the League at such time and such place as the National Assembly or Executive Committee may determine.

At meetings of the National Assembly any member thereof may be represented by proxy provided that the person holding the proxy shall be also a member of the Assembly, and that no person shall be proxy for more than three members.

The proceedings of all meetings of the National Assembly shall be published in the official organ.

Prior to the meeting of the National Assembly the President shall appoint a committee of three on Credentials which shall examine and report upon credentials of delegates.

At all meetings of the League, or of the National Assembly the established law (Cushing) of deliberative assemblies shall be observed. At the meetings of the National Assembly the order of business shall be as follows:

- Calling the Roll.
- Report of Credential Committee.
- Report of the President.
- Report of the Treasurer.
- Report of the Secretary.
- Communications or reports from the standing committees.
- Report of special committees.
- Unfinished or referred business.
- Election of Officers.
- New Business.

## ARTICLE III.

### DIVISIONS AND SUB-DIVISIONS.

Sec. 1. The management of divisions shall be vested in a Board of Officers, consisting of the Chief Consul, Vice Consul, Secretary-Treasurer and Representatives, elected as provided in Art. IV, Sec. 2, of the Constitution, said Board to have the power to make such Rules and Regulations as shall not be inconsistent with the Constitution and the By-Laws of the National Assembly.

Sec. 2. The management of sub-divisions shall be vested in a Chief Consul appointed under Art. II, Sec. 3, of the Constitution.

Sec. 3. The Chief Consul shall be the Executive officer of the division. The Secretary-Treasurer shall keep a full register of the members of his division, and keep proper books of account of all receipts and expenditures.

Sec. 4. Regularly organized divisions whose membership shall fall below one hundred shall not lose their standing as a division until the end of the current year, when, if their membership is still

below one hundred, the President shall appoint officers as provided in Art. II, Sec. 3, of the Constitution.

Sec. 5. Vacancies occurring in the delegation to the National Assembly from any division, either by death, resignation, promotion or removal, shall be filled by the Chief Consul of the division wherein the vacancy exists, and in case of failure to elect within two months after such a vacancy has occurred, the President shall appoint.

Sec. 6. Each Division shall file in the office of the Secretary of the League a certified copy of its Constitution, By-Laws and Rules, and of each and every amendment thereto, and shall certify to him the results of all elections within ten days after the votes shall have been counted.

## ARTICLE IV.

### DUTIES OF COMMITTEES.

Section 1. The Executive and Finance Committee shall have the general management and control of affairs of the League while the National Assembly is not in session. Shall regulate and direct all matters of revenue, disbursement and investment, and determine all questions of detail arising in the conduct of the League. It shall have visitatorial power over Divisions and Sub-Divisions and may take summary action in cases of default.

Sec. 2. To the Membership Committee shall be referred as they arise, all protests against members or applicants for membership. The Committee shall act without delay, and a decision of the Committee in the case of the applicant shall be final. The Committee may impose a penalty of reprimand, suspension or expulsion, but in the latter case an appeal may be taken to the Committee on Rights and Privileges.

(b) All fees and dues shall be returned rejected candidates.

Sec. 3. The Committee on Rights and Privileges shall consider and advise in all matters pertaining to the maintenance of the rights of wheelmen, the enactment of legislation, and the protection of the privileges of the members of the L. A. W. and may take such action in connection therewith as the circumstances of the case may require.

Sec. 4. To the Committee on Rules and Regulations shall be referred as they arise all matters relating to the By-Laws and Rules of the National Assembly.

(b) It shall arrange suitable accommodations for delegates and provide a place in which to hold the meetings of the Assembly; take charge of and become responsible for such other matters of detail as shall be necessary for the comfort and convenience of the Assembly in the discharge of its duties.

Sec. 5. It shall be the duty of the Committee on the Improvement of the Highways to promote in the public mind, through the instrumentality of the League, a sense of the utility, general economy and desirability of high class roads, and an active sentiment in their favor; to encourage legislation requiring committees and public officials to construct and maintain good roads; to collect practical suggestion and information based upon observation and experience concerning the methods of making and mending roads; to publish printed matter calculated to further these ends, distributing the same to members of the League and highway officials as in the judgment of the committee shall seem wise; and generally to perform such other duties as shall best promote the objects of the League.

Sec. 6. The Committee on Transportation shall arrange and secure special rates and agreements for the carriage of members of the League and their wheels; shall have power to represent the League in negotiation with transportation lines, and fix the routes for League travel.

Sec. 7. To the Racing Board are referred all matters pertaining to racing and the championships. They shall make all arrangements for the annual championships which are held under League auspices, and shall assign such other championships as are now or may be established, to be run under the auspices of such clubs or associations as they may consider most desirable, and under such conditions as they may deem expedient.

(b) It shall be their duty to make inquiry regarding any wheelman whose amateur status is questioned, and all protests or charges shall be entered with the Chairman of the Board, who will provide for an investigation by a member or members of the Board. Pending investigation, the party against whom these charges are brought may be suspended from the track. Suspicious circumstances, which are, in the judgment of any member of the Board, sufficient to make the status of any wheelman a matter of reasonable doubt, shall be the basis of an investigation in the absence of formal protests or charges. The member or members to whom the work of investigation is assigned shall immediately communicate with the party under suspicion, either in person or by registered letter, lay all charges before him, or set forth the circumstances which lead to a reasonable doubt, and call for an answer to the charges.



for a removal of the reasonable doubt. Silence and failure to reply within thirty days to the charges presented, will be considered an admission of guilt. If the charges are proved, or the reasonable doubt is not removed, it shall be the duty of the Chairman to report the findings in the official organ, declaring that the party has forfeited his amateur status, and warning all amateurs not to compete with him; and such official declaration shall carry with it expulsion from the League, if the person concerned be a member thereof.

(c) It shall be within the province of the Racing Board to receive the request of any wheelman for reinstatement as an amateur, to make full inquiry, and to decide the case on its merits. A unanimous vote shall be required for reinstatement.

(d) It shall be within the province of the Racing Board to suspend from the race track, for such a time as they may deem proportionate to the offence, any wheelman guilty of unfair dealing or ungentlemanly conduct on the track, or any wheelman who competes in a race not governed by the rules of the L. A. W., or those that may be approved by the Racing Board; and any wheelman who knowingly competes with one who has been suspended will render himself liable to a like penalty.

(e) The Racing Board shall have the power to make such rules for its government, and the government of its race meetings as may be deemed expedient, and may appoint one or more official handicappers at their discretion.

(f) The Committees on Rights and Privileges, Rules and Regulations and Memberships shall consist of three (3) members each. The Racing Board shall consist of at least five members.

(g) The Committee on Transportation shall consist of a chairman, who shall have power to add members to his committee not exceeding ten in number.

#### ARTICLE V. MEMBERSHIP.

Section 1. All applications for membership shall be forwarded direct to the Secretary of the League, together with the proper fees and dues, and such information as may be required.

The League year shall be divided into two equal parts, beginning with the first day of May and November respectively. Any person making application for admission to the League shall pay in addition to the admission fee the amount of dues fixed by his Division By-Laws, if his application be between May and November, otherwise half that amount.

Objections to the admission of any candidate for membership must be made to the Secretary within two weeks after the publication of the name of such candidate, and such objections shall be considered confidential.

Section 2. In passing upon the eligibility of candidates as amateurs, the Membership Committee shall be guided by the following rule, and shall take proper pains to ascertain and determine through the Racing Board the facts in the case where objection is made to a candidate on this ground.

Section 4. An amateur is one who has never engaged in, nor assisted in, nor taught cycling, nor any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist ceases to be an amateur by

(a) Engaging in cycling, or any other recognized athletic exercise, or personally teaching, training or coaching any person therein, either as a means of obtaining a livelihood, or for a wager, money prize, or gate money.

(b) Competing with, or pace making for, or having the pace made by, a professional in public or for a prize.

(c) Selling, realizing upon, or otherwise turning into cash any prize won by him.

(d) Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever from a cycle manufacturer, agent, or other person interested in the trade or sport for cycling.

(e) This rule does not apply to the teaching of the elements of bicycling solely for the purpose of affecting the sale of a bicycle.

(f) The League recognizes as athletic exercises: Running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, and also rowing, sparring, lacrosse, polo, roller and ice skating.

#### ARTICLE VI.

##### PROTESTS, SUSPENSIONS, REMOVALS AND EXPULSIONS.

Section 1. Any member of the National Assembly charged by ten members of the League or two members of the National Assembly with malfeasance in office or with conduct prejudicial to the interests of the League, may be suspended by the President, a copy of the charges to accompany the order of suspension.

(b) Any member of the National Assembly against whom charges have been regularly preferred shall be heard without delay before a committee consisting of the President and the Chairman of the Committees on Rights and Privileges, Rules and Regulations, Membership and Improvement of Highways, and if found guilty as specified in the charges, may be reprimanded, suspended or removed from his office.

(c) Any member found guilty under clauses [a] and [b] of this article shall have the right of appeal to the National Assembly, a majority vote of which shall be necessary to overrule the decision of the Committee.

[d] Any member of the League charged with conduct prejudicial to the organization may be protested in writing by ten members of the League; the charges and specifications to be forwarded at once to the Membership Committee.

[e] Expulsion from League Clubs shall entail expulsion from the League provided the Membership Committee concur therein.

#### ARTICLE VII.

Section 1. Members removing from one Division to another may obtain membership in the latter Division by filing with the Secretary of the League and the Secretary-Treasurers of both Divisions notice of intention of such change. Upon receipt of such notice the Secretary of the League shall forthwith transfer the applicant as requested and shall debit the old and credit the new Division with a pro rata share of the members' dues computed quarterly.

#### ARTICLE VIII.

##### ASSESSMENT OF DIVISIONS.

The National Assembly may at any meeting, by a vote of the members and proxies present, lay a per capita assessment upon the Divisions.

#### ARTICLE IX.

##### UNIFORM AND BADGES.

The uniform of the League shall be of cloth adopted by the National Assembly, and shall be made as follows:

The coat shall consist of a single-breasted sacque, square front, to button up close to the chin, with six L. A. W. buttons; falling collar, fitting closely around the neck; no inside lining; a facing of the same goods back to the arms and over the shoulders, double-stitched edges, and welted seams; four outside patch pockets; two small buttons on each sleeve at the underseam.

The knee breeches shall button at the bottom on the outside with three small L. A. W. buttons; reinforced seat; two hip pockets and one watch pocket; French fly; five loops for belt of same cloth on the waist-band; the V notch at back to adjust with lace eyelets.

The vest shall be single-breasted, six L. A. W. buttons, no collar, four outside pockets.

Caps: L. A. W. cloth, flat top, soft crown, silk lined, falling visor, L. A. W. buttons, black silk veils band, and silk cord, four ventilators in top.

Hose: Ribbed woolen, brown mixture, to match suit.

Shirt: Gray flannel, to button in front, one breast pocket.

Section 2. The emblem or badge of the League shall be a wheel, having upon its side three wings radiating from the hub to the rim at equal distances apart, and the letters "L. A. W." on the spokes between the wings.

(b) The emblems of the officials of the League shall be such as are established by the Executive Committee.

#### ARTICLE X.

##### SEAL OF THE LEAGUE.

The seal of the League shall be a fac simile of the League badge surrounded by the words "League of American Wheelmen, Organized 1880."

#### ARTICLE XI.

##### ELECTION BY BALLOT.

The election of officers in the National Assembly shall be by written or printed ballot.

#### ARTICLE XII.

##### ADDITIONS AND AMENDMENTS.

Additions or amendments to the By-Laws may be made by the National Assembly, but no amendment shall be made unless thirty days' notice thereof shall have been given through the columns of the official organ.

An invitation was extended by Mr. Van Nort, of Scranton, Pa., to the members of the National Assembly to attend the opening of the Scranton Bicycle Club house, which event will take place Feb. 25. A vote of thanks was passed to the Scranton Club for its courtesy.

Mr. Kirk Brown, of Philadelphia, asked for a report from the Uniform Committee as to the reasons for taking the contract for



making League uniforms from Wanamaker & Brown, and further if the committee had called for bids before giving the contract to Browning, King & Co. On behalf of the Uniform Committee Mr. Geo. R. Bidwell stated that the committee had been unable to prevail on Wanamaker & Brown to push the sale of the uniform in a way which was considered by the committee as proper. Further, that in the estimation of the committee and from complaints received from members the uniforms turned out were not considered satisfactory. He had used his best endeavors to have Wanamaker & Brown live up to the contract which they had inherited from John Wanamaker, but without avail. Mr. Bidwell stated that he had become tired of trying to make W. & B. do the proper thing by the members and he had insisted that the committee take decisive action and appoint some one else, which they did. The arrangement with Browning, King & Co. is not for any stated term and can be terminated at will by the League.

The complaints against W. & B. are that the suits do not fit in many cases and that the stockings furnished were not up to sample. He further stated that Browning, King & Co. were not responsible for the poor cloth which they put into the uniforms when they were official tailors before. This cloth was and is furnished by the League.

After a vote of thanks to the retiring officers, the Assembly adjourned at 4.10 P. M.

WE would call attention to the advertisement of the Erie Knitting Co. of Erie, Pa. This company produces knit suits for cyclists and athletes of the very best quality. Send for their price list.

THE New Mail catalogue just out is one of the handsomest issues of the year, very fully illustrated and showing the specialties of these favorite wheels. Certainly no wheel stands higher, and it has earned its place by its strictly high quality. The New Mail Safety is receiving general commendation for its good points, and Wm. Read & Sons report very large orders already booked for it. Its special points are worth looking over and every wheelman should add this catalogue to his collection if intending a purchase. It is sent free.

"PEDAL AND PATH," one of the most entertaining stories of a bicycle trip over and back across the Continent ever written; see advt. Send in 25 cents for a copy. It's value received.

HILLMAN, HERBERT & COOPER are using a chain wheel of their own design on their Premier safeties, which is remarkably strong, yet lighter than any other. The rim and teeth are of cast steel, arms and hub being punched from a sheet of steel and securely riveted on. The strain being solely in the plane of the wheel, it is impossible for it to get out of true, the entire wheel weighing about one half the ordinary cast gear.

## THE KODAK CAMERA---FOR WHEELMEN.



THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and pressing a button.

One Hundred instantaneous views may be made without reloading, and a knowledge of photography is unnecessary. The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The "Kodak" is an article which every wheelman should possess, and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

Send for copy of Kodak Primer, containing Kodak photograph.

**The EASTMAN DRY PLATE AND FILM CO**  
**ROCHESTER, N. Y.**

Price, \$25.00.

**LEAGUE HEADQUARTERS:**  
12 Pearl Street, Room 27.  
**ABBOT BASSETT, Secretary.**

### Pennsylvania Consuls.

The following Consuls are appointed to serve until Sept. 1, 1889.

Alf. Johnson, Uniontown; Richard Beaston, Tyrone; S. F. Stadelman, Ardmore; John P. Wood, Wayne; D. T. Flick, New Castle. Respectfully,  
J. G. CARPENTER,  
Secretary-Treasurer, Penn. Div.

### Michigan Appointment.

I hereby appoint Mr. R. K. Grant Local Consul for Hastings, in place of Chas. W. Jones, resigned.  
Fraternally, A. B. RICHMOND, C. C.

### Tennessee Board of Officers.

The regular spring meeting of the Board of Officers of the Tennessee Division L. A. W., will be held at the office of the Chief Consul, Clarksville, at 10.45 A. M. Tuesday, March 12th, 1889. All members are earnestly requested to be present, as matters of much importance to the Division will be considered.  
Fraternally, JOSEPH R. WILSON, JR., C. C.

### APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list to the following week.

List 179—Total 31—12,131.

BOSTON, Feb. 22, 1889.

### DISTRICT OF COLUMBIA DIVISION—1—165

Unattached.

21384 Mills, Fred C., 1521 O st., N. W. Washington  
ILLINOIS DIVISION—3—770.

Chicago C. C.

21385 Skunkle, Wm. A., 225 Dearborn st., Chicago

21386 Wainwright, A. G., Nonatuck Silk Co., "

Unattached.

21365 Cripe, Sam'l J., La Place

INDIANA DIVISION—1—197.

Unattached.

21368 Sisterhen, L. E., Ligonier

MASSACHUSETTS DIVISION—1—124S.

Medford Cycle Club.

21366 Hooper, Chas. E., Medford

NEW YORK DIVISION—8—2507.

Syracuse, C. C.

21390 Benjamin, A. C. care W. S. Freight Office Syracuse

21391 Cook, Geo. C., 80 Warren st., "

21398 Morgan, Percy F., care Travellers Ins. Co. Syracuse

Unattached.

21388 Mosher, S. B., 7 Court st., Binghamton

21389 Sanders, Harvey H., 7 Court st., "

21397 Cruickshanks, Joo. D. W., Box 1169 Geneva

21390 Lynt, Chas. E., 345 Willis ave., New York

21370 Mee, John S., 291 Willis ave., "

USED by all WHEELMEN on the road and path.



PENNSYLVANIA DIVISION—11—1499.

### Century Wheelmen.

21376 Walker, W. J., 324 Market st., Philadelphia  
Columbia Cyclers.

21371 Bilyeu, S. Herbert, 1633 Fountain st., Philadelphia

21372 Bilyeu, Walter T., 1633 Fountain st., "

21373 Fitzgerald, Jos. E., 1625 Montgomery av., "

21374 Fontaine, J. B., 1646 Franklin st., "

21375 Mole, Harvey E., 1911 Camac st., "

21379 Yerkes, Edwin McC., 1935 Mervine st., "

Unattached.

21377 Plush, A. L., Bryn Mawr

21387 Peters, Clarence C., 2113 Norris st., Philadelphia

21378 Sigman, J. W., Phoenixville

21393 Norris, M. A., 372 Webster ave., Pittsburg

RHODE ISLAND DIVISION—2—267.

R. I. Wheelmen.

21395 Waterhouse, Emma Dorr, 61 Mitchell st., Providence

Unattached.

21394 Harvey, Jason W., 26 Prairie ave., Providence

TEXAS DIVISION—2—3S.

Unattached.

21380 Johnson, A. J., Houston

21381 Woodworth, A. C., "

CANADA—2—11.

Unattached.

21382 Baker, Walter N., Walkerville, Ontario

21383 Chater, Ed., Walkerville, "



### NOVELTY WRENCH, Contains

Oil Can, Screw Driver, Wrench and Spoke Grip. Write for price list. HAZARD & TOWNSEND, Los Angeles, Cal. 210 Third st., bet. Fort and Hill.





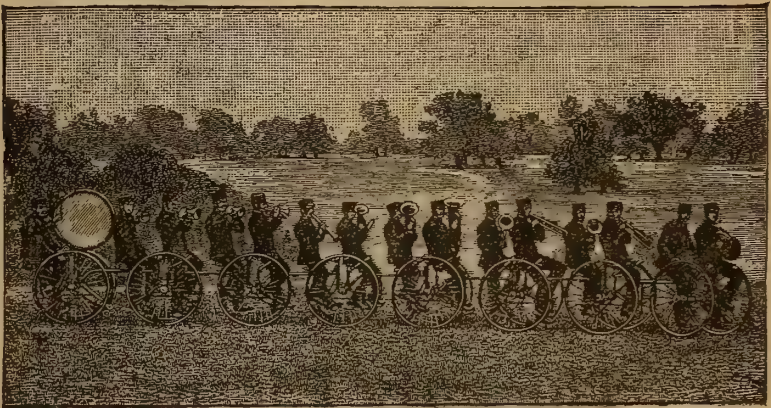
# INGER CYCLES

VALUABLE NOVELTIES FOR 1889.

**LARGEST MAKERS**

**\* IN THE WORLD \***

**WITHOUT EXCEPTION.**



Catalogues will be ready in a few days.

**SINGER & CO., Manufacturers and Importers,**  
**6 and 8 Berkeley St., - - - - - BOSTON, MASS.**

**JOHN HARRIOTT,**  
MANUFACTURER OF  
Bicycle and Athletic Medals,  
**CLUB PINS & BADGES,**  
DESIGNS ON APPLICATION.  
3 Winter Street, Boston, Mass.  
**The "BICYCLE" Free.**

Send names of 10 who talk of buying a wheel this year, and we will send you the *Bicycle Free.*

**BICYCLE, West Randolph, Vt.**

**PUNNETT,** Merchant Tailor & Athletic Outfitter,  
98 & 100 West Ave., Rochester, N.Y.

Use Punnett's Jersey Cloth Garments, and you will always be neatly and comfortably dressed. Club Uniforms a specialty.

Be sure and send for Samples and Blanks.

**The "STEADY STAND" for Safeties.**

It is about as big as your hand, weighs only three pounds, and sells for 60 cents. The best Stand for dealers' and clubs' use. Send for a sample.

**KIRK BROWN,**  
No. 18 So. Broad St., - - - - Philadelphia.

**New "ACME" BICYCLES**

|           | Factory Price. | Our Price. |
|-----------|----------------|------------|
| 52 in.... | \$80 00        | \$36 00    |
| 50 in.... | 55 00          | 33 00      |
| 48 in.... | 50 00          | 30 00      |
| 46 in.... | 45 00          | 27 00      |
| 44 in.... | 40 00          | 24 00      |
| 42 in.... | 35 00          | 21 00      |

All Wheels furnished with Tool Bag and Tools.

**SAFETY BICYCLES**

SEND FOR CATALOGUE.

Small Boys' 20 in wheels, with parallel bearings... \$16 00  
Large Boys' 24 in. with brake and mud guards... 28 00  
Ladies' or Men's 30 in., ball bearings to both wheels, 60 00  
Ladies' or Men's 30 in., ball bearing, ALL OVER, 75 00

**ST. LOUIS, MO. E. C. MEACHAM ARMS CO.**



## ERIE KNITTING MILL, Erie, Pa.

**FRANK FAIRBAIRN, Prop.**

*Manufactures Bicycle and Athletic Goods.*

Our Bi. Jerseys, Knit Pants and Worsted Stockings are the best on the market. We make them to order and to measure. Try them and be convinced.

**TESTIMONIAL.**

BUFFALO, N. Y., Jan. 26th, 1889.

Frank Fairbairn: Dear Sir—Your knit goods have given me the most satisfaction of any bicycle clothing I have tried, the elastic fit giving such freedom to the limbs, and the durable qualities they have shown, make them most desirable. I could not go back to cloth goods, after these, with any comfort. I shall wear them the coming summer, for business and pleasure, and wife says the old pair of breeches she cut down for my boy are the best wearing goods he has had yet; outlasted three pair of cloth ones already, and still going. I wore them two years myself.

Yours,  
E. N. BOWEN.



**POCKET OILER**

One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each.

**CUSHMAN & DENISON,**  
144 and 146 Greenwich street, New York.

## PHOTOGRAPHY

Send for our new "Handbook of Photography." MILLER & HOPKINS, 442 Fulton street, Brooklyn, New York, or 4 East 60th street, New York City.

**Cycling Photographic Outfits a Specialty.**



# THE NEWEST STYLES OF THE BEST WHEELS ON THE MARKET

99  
Star  
Singer  
Coventry  
New Rapid  
Machines  
all on  
hand  
99



99  
Star  
Singer  
Coventry  
New Rapid  
Machines  
all on  
hand  
99

He Rode Against Time.

**The only Riding School in Chicago.**

Western Arms & Cartridge Co., 49 State Street, Chicago.

## NEW RAPID CYCLES.

We shall again represent the St. George's Engineering Co. in the United States during 1889, and we are now prepared to accept orders for early delivery of 1889 Pattern New Rapid "Safeties," "Tricycles" or ordinary Bicycles, consignments of which are now due,

**THE CLARK CYCLE COMPANY,**  
**340 N. Charles Street,**  
**BALTIMORE.**



**Testimonials.**

NEWPORT, R. I., Oct. 5, 1888.

H. B. SMITH MACHINE CO.

Dear Sirs—I gave that 39-inch Star Safety a good test Sunday, Nov. 30th, by riding 110 miles by way of Fall River and New Bedford, a very hilly and sandy road. I only made one forced dismount all day. Within 30 minutes after the machine was out of the crate I made 7 miles on our "Ocean Drive" in 26 minutes in a head wind, beating previous record by 31 seconds. I went to College Hill, Providence, on a borrowed 39-inch Star the day of the races, Sept. 25th, and

rode, and I have ridden everything from an ordinary with the backbone off, to a quadricycle. Yours truly,

W. VAN WAGONER.

Mohegan Lake School, PEEKSKILL, N. Y.  
H. B. SMITH MACHINE CO.

Dear Sirs—My new 39-inch Star arrived yesterday, and it is a beauty. I gave it a good trial, and find that for the rough, sandy, hilly roads which surround this place, it gives me better satisfaction than my 45. As to speed I think there is little if any difference. Truly yours,

FRANK C. BLODGETT.

shadow. As for its hill climbing powers, when I tell you that the hill climbing record you published in the "Mechanic," in which I was particularly interested, as I was a passenger at that time, was made by 125 pounds of skin and bones with wooden lungs, you will see that it was the machine and not the thing that rode it that took the record.

\* If you will notice the Providence *Journal* of Sept. 15, you will see that the Star Safety ran away again from me and made me break the hill record again. Yours,

H. F. CAMPBELL.

**THE NEW STAR, 39x24**

beat the previous record of six times, and rode it 10 times without any trouble, and did not change the power hooks. I have not walked up any hill since I got my Safety. I think the 39-inch Star Safety goes as far ahead of the larger sizes of the Star, as the larger sizes (42, 45 and 48) go ahead of the "crank" for speed, comfort and safety on the road. In fact it is the best wheel I ever

PROVIDENCE, R. I., Sept. 19, 1888.

H. B. SMITH MACHINE CO.

Gentlemen—Your 1888 39-inch Star Safety is the finest road machine I ever placed my anatomy over. It not only has a habit of crawling to the top of the steepest hills, but racks old Father Time's bones in a most distressing manner, as he endeavors to keep pace with what must seem to him a flying

WEST RANDOLPH, Vt., Sept. 21, 1888.

H. B. SMITH MACHINE CO.

Dear Sirs—Inclosed find check to balance account for 39x24 Star. It is the best wheel I ever rode. Have surmounted hills that no one ever thought could be ridden, and generally confirmed the other safety riders as to speed as well. Yours truly,

J. T. L. P. THAYER.

**1889 Machines Ready for Market.**

Catalogue Free. Address

**H. B. SMITH MACHINE CO.,****Smithville, N. J.**



INCORPORATED.

*Capital Stock, One Hundred Thousand.*

## STANDARD MANUFACTURING COMPANY,

MANUFACTURERS OF

## HIGH GRADES OF MACHINERY.

WOODEN PULLEYS AND GENERAL MILL SUPPLIES.

Moore's Hill, Ind., Feb. 2, 1889.

Dictated by E. J. P.

POPE MFG. CO.,  
Franklin St.,  
Boston,  
Mass.

Gentlemen:-

I have a 58 Expert, '88 pattern, which I wish to have overhauled. I wish to have it overhauled in the most thorough manner possible, so that it will be in appearance a new machine. I also wish it re-nickled and new tires. Please advise me by return mail how to ship it and how long it will take you to return same.

Very Respectfully,

E. J. Pennington.

N. B.

I have ridden for 6 years, have used two English and two American machines, besides yours. A friend of mine persuaded me last season to try your machine. I must say that I am more than pleased with it, and I think it preferable to a light roadster. I have been in the manufacturing business for 10 years, and I am a close observer and appreciate a good piece of work. I must say that your machine is the most perfect of any machine that I have ever used. This machine I send you has made about 3300 miles, and has been in 13 different States. Myself and friend, who rides a 52-inch machine, intend to start from Cincinnati and ride to the Pacific Coast, and I want my machine to be in the best possible condition, regardless of cost.

E. J. P.



# FOUNDED THE 1878

# BICYCLING WORLD

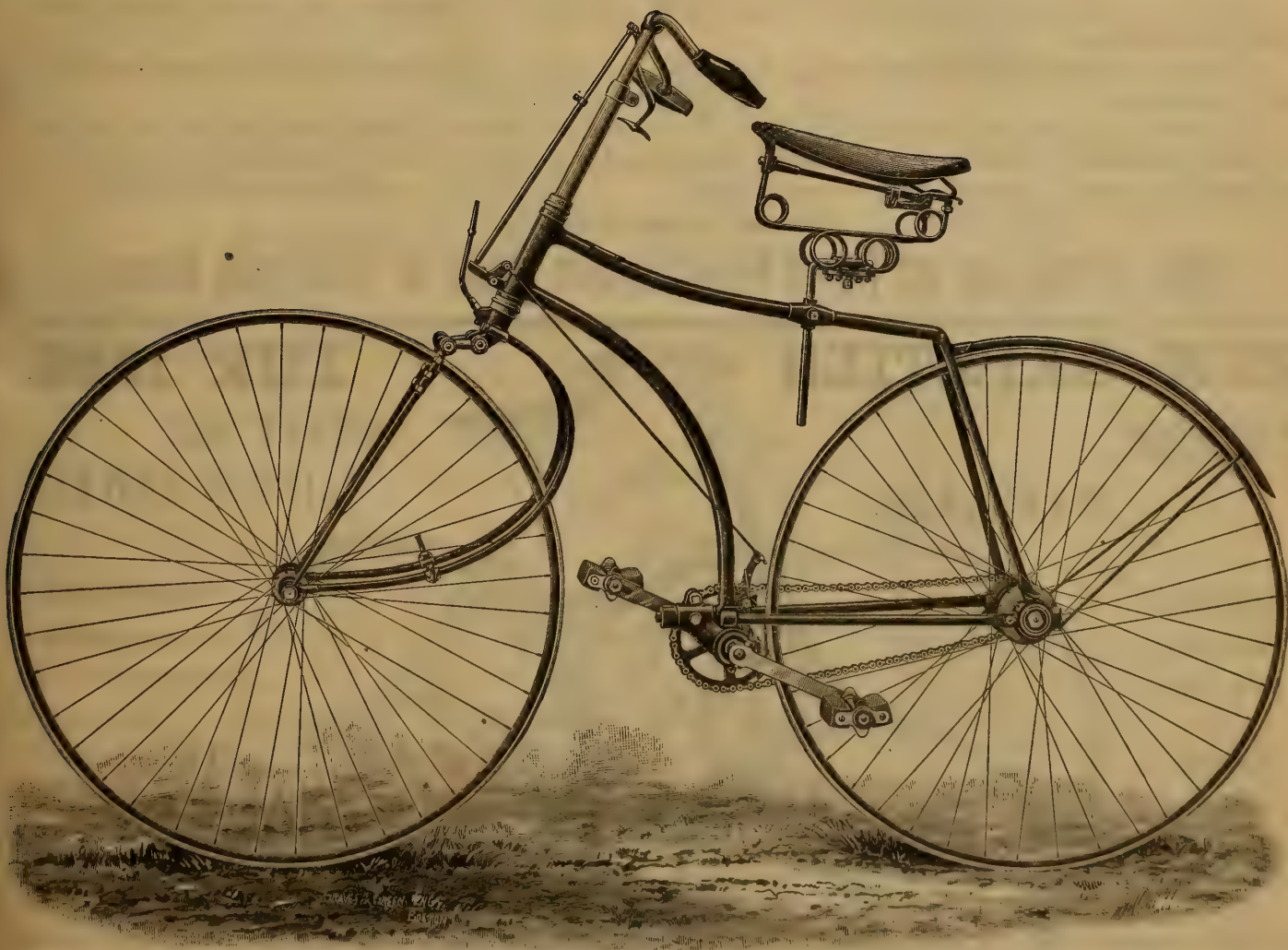
# & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.  
5 cents a copy.

BOSTON, 1 MARCH, 1889.

Volume XVIII.  
Number 18.



The VICTOR SAFETY has the original and only efficient Spring Fork in the market. It is the only "diamond frame" Safety made in America.

OVERMAN WHEEL CO., Makers, - - - BOSTON.



# A "Veteran" on the Premier Tandem Safety

ERIE, Pa., Feb. 1st, 1889.

Mr. L. H. Johnson, Orange, N. J.:

Dear Sir—The Premier Tandem Safety, which I purchased of you some five months since, has proved to be perfectly satisfactory in every respect. It is superior to any double machine that I have ever owned, and I have had four different makes of double tricycles.

Any person accustomed to the use of a Rover-type machine can manage it with a novice on the front seat without any trouble, and with two experienced riders the speed is remarkable, as many of our riders can testify.

My wife and I took a run with it to Buffalo last fall; en route we overtook and passed several wheelmen. We travel about ten miles an hour with ease, when the roads are in condition, a thing we never did with the trike.

As for the workmanship of the machine, I must say that it is first-class, and it has proven itself to be very strong.

Of three or four different makes that I have seen, I prefer the Premier, for it is always ready for a lady passenger.

A great many tandem tricycle riders that I have met, are offering their tricycles for sale, so that they may purchase a Tandem Bicycle, and I think the day is not far distant when the tricycle will be a thing of the past. I remain, yours respectfully,

FRANK FAIRBAIRN.

Photos. of both Light and Tandem Premier Safeties mailed for three green stamps.

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## FOR 1889.

"COURIER,"

"WANDERER,"

"GYPSY" and  
"LITTLE JEWEL."

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\$75.00.

FOR MEN.

"Gypsy,"

\$60.00.

For Ladies.

"WANDERER,"

\$35.00.

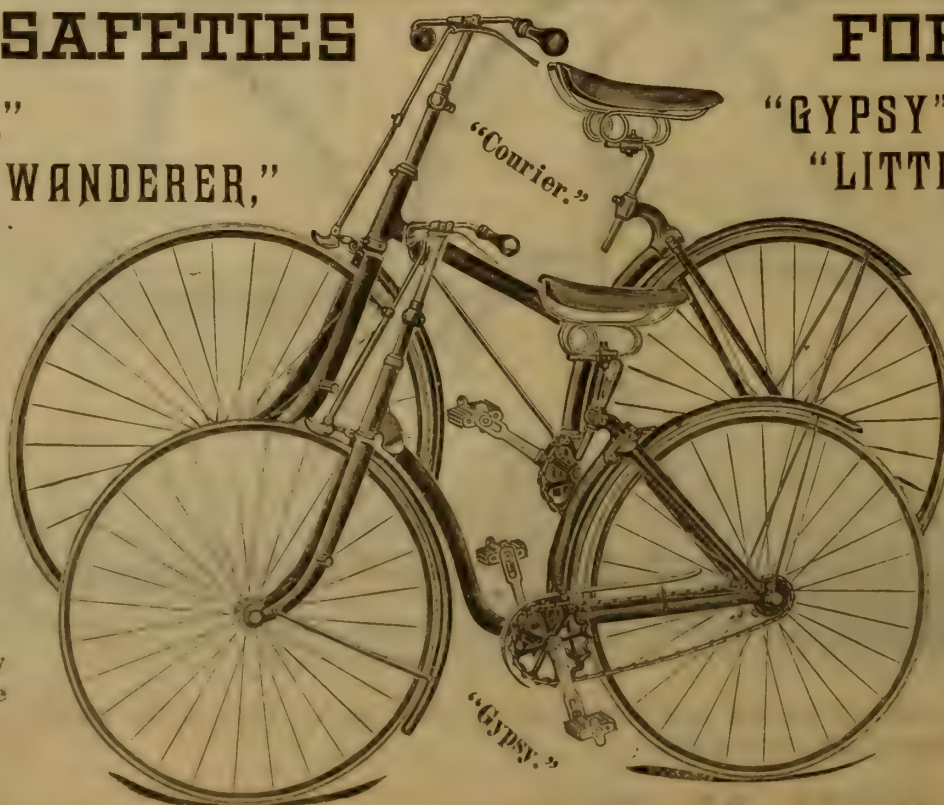
FOR YOUTHS.

Little Jewel,"

\$25.00.

For Boys & Girls.

Don't buy a Safety  
until you have  
seen ours.



They have all the  
latest improve-  
ments, and are  
unequalled.

HIBBARD, SPENCER, BARTLETT & CO. (Wholesale Only) Chicago, Ills.  
SEND FOR FEBRUARY CATALOGUE.



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All Advertisements in this Department 20 cents a line.  
Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.

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Takes Cycles in payment for books, stationery, organs, pianos and miscellaneous goods. List free. Rare bargains in second-hand Wheels. Will trade a Tandem for a Safety. Advertising taken from newspaper men who wish mounts.

**WANTED**—Bicycles, Rear Driving Safeties, Single and Double Tricycles. Wheels bought for cash, sold on commission, and taken in exchange for new mounts. Will sell 51-inch Am. Star, \$20.00; 50-inch Standard Columbia, \$25.00; 52-inch Standard Columbia, balls, cow horn bars, \$40.00; 54-inch full nickeled Expert, balls all over, \$80.00; Springfield Roadsters, \$50.00 and \$75.00. Send description of what you want to the **WHITE CYCLE CO.,** Trenton, N. J.

**AMERICAN RAMBLER SAFETY FOR 50 CENTS;** new in November; ridden 300 miles; fine condition. 240 tickets at 50 cents each; drawing April 15, 1889, or before, or money refunded. No stamps. (This is reliable, A. S. Beckwith, Agt. Adams Express Co.) **J. V. DUNBAR,** 1021 Mary st., Parkersburg, W. Va.

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For Gold Pins of the Official Design, send direct to  
**CHAS. H. LAMSON,**  
177 Middle Street,  
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Newark, N. J., for their '89 Catalog. Old list cancelled.

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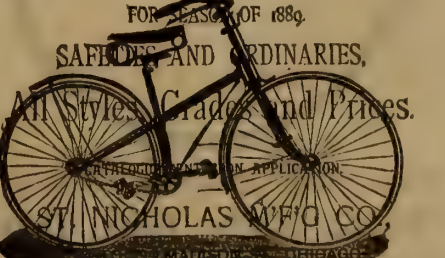
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Send postal to **CAMPBELL & CO.,** 33 Page street. Providence, R. I., for their big discounts on **Lustre Enamel.** Best enamel on the market.



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**SAFETIES AND ORDINARIES,**  
All Styles, Grades and Prices.  
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**TRAINING FOR AMATEUR ATHLETES, WITH SPECIAL REGARD TO BICYCLISTS.** By Dr. H. L. Cortis. The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way practical, it can be strongly indorsed as giving all the information that a book can give on this important subject. Second edition. 50 cents. For sale by **Bicycling World Co.,** 12 Pearl st., Boston.

**FOR SALE OR EXCHANGE.**

In this Department, 15 cents a line. Cash must accompany the order.  
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**WILL EXCHANGE** New Columbia Tandem for 45-inch or 48-inch Special Stars. Address **HOWARD A. SMITH & CO.,** Newark, N. J.

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**FOR SALE**—An 1888 Veloce Bicycle; has always been in perfect repair; looks almost as good as new. Price \$100, cash. **REV. SYLVANUS STALL,** 709 W. Lombard st., Baltimore, Md.

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**BARGAIN**—52-inch ball bearing Standard Columbia, in good order, for \$45. **BICYCLE, Lock Box 50,** Wappingers Falls, N. Y.

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**FOR SALE**—55-inch Royal Mail Light Roadster, with all latest improvements. Address **B. C. PATCHIN,** Wayland, N. Y.

**TWO BARGAINS.** A Traveller Humber Tandem, full ball bearings, made by Singer & Co.; late pattern: in perfect order, save that nickel on hubs is a little rusted and tires cut from use on Cape Ann last season. Price, crated, \$130. Also, a 57-inch Columbia Light Roadster Bicycle; good condition; new long cranks and Kirkpatrick Saddle. Price, crated, \$65. Address **C. R. D.,** Box 1362, Boston, Mass.

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To our new pattern several valuable improvements have been added, the frame being of improved shape and great strength, and our perfect ball steering included. Also a direct plunger brake of increased power.

We can most strongly and confidently recommend this cycle.

*Specification.*—30 in. wheels speeded to 57 in. (or 54 in.), patent spring-wired tires (7-8 in. to back wheel, 3-4 in. to front wheel), SINGER BALL STEERING, ball bearings to all running parts, including pedals, weldless steel tube frame, handle-bar and forks, guard to both wheels and to chain, brake, foot-rests, lamp-holder, best combined saddle and spring, spanner, "Singer" ball pedals, &c., &c. Enameled, and with parts plated.

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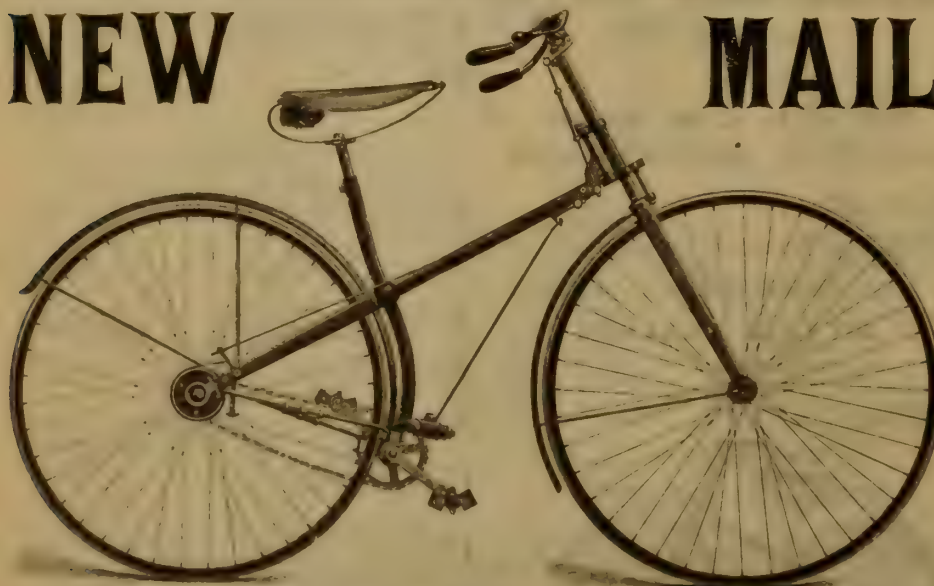
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MAIL SAFETY.

WITH TRIGWELL BALL HEAD.



The advantages of Trigwell's Ball Head to the Ordinary is even surpassed in its application to a Safety (in fact it seem **Specially Designed** for a Safety), for by its rigid bearing, and not needing adjustment, it keeps the front wheel steady, and obviates sensitive steering, which fault all Safeties have had.

**SPRING FRONT FORK,**

preventing vibration—very easy and out of sight.

**REAR AXLE BAND BRAKE,**

the place for a brake—not fouled with mud as when near the tire.

Has **PERFECTLY STRAIGHT FRONT FORK**, giving steadiness of running to front wheel.

Has **TANGENT SPOKES**, half-nickeled to inter-sections, giving a very handsome appearance.

Has **STRENGTHENED BASE HOLLOW RIM**.

Has **KEYSTONE SADDLE**, very easy, and specially fitted for a Safety, as it has no side or rocking motion, which is fatal to steadiness on a Safety.

Approved by R. H. Davis, the Champion Safety rider, and others, as the Best.

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Price \$135, with Ball Pedals.

Many orders already booked. We believe we have the **BEST YET**. All parts **STEEL FORGINGS**.

Send for illustrated Catalogue free. A fine photograph of the Ordinary or Safety for 10 cts. in stamps. Better get an Agency. Good Agents wanted for all our wheels in every town.

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Published Every Friday

— BY —

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

## TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the *Bicycling World Co.*

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

## EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 1 MARCH, 1889.

NEXT week the WORLD AND BULLETIN will go out to our readers in card board rolls, as we propose to send out in the form of supplements two of the most exquisitely executed *fac similes* of water color drawings ever issued by any publication. We shall send the editions and supplements in rolls so as to protect the plates from harm, and so that they will reach our readers smooth and fit for framing. Look out for the next issue.

OUR esteemed contemporary, the St. Louis *Spectator*, is peculiarly unfortunate in selecting for its cycling editors men remarkable for their bad temper, and also for a faculty of putting their foot (or feet?) in it. With these few words of introduction we present the following item in full, believing that our readers will agree with us, that in view of the fact that this brilliant scribe is entirely wrong in placing Mr. Dow in the office of Treasurer, and in view of the further fact that Mr. Brewster was unanimously and deservedly re-elected to that position, the following is one of the most scurrilous articles ever put in print. The *Spectator* can do nothing less than bounce the scribe and apologize:

"The result of the election of officers at the L. A. W. meeting held on the 18th, is, I presume, a surprise to nobody. At least, it should surprise nobody who has given any attention whatever to League matters, as the whole affair was cut and dried and ready for immediate use. As usual, the intellectual East took everything in sight, totally ignoring the West. Perhaps it is quite as well, as I really do not see how any self-respecting man could consent to become a member of the brazen ring who could force on the League as its chief officer a man who could so lower his official position as Mr. C. H. Luscomb has done. I never could quite figure out how Mr. Brewster came to be elected Treasurer of the League two years ago, unless they were ashamed not to do something for the wheelmen of the city which was entertaining them so handsomely. I believe Brewster has made a good officer and I congratulate him on his retirement from such a set of would-be-if-they-could-be politicians."

## THE PENNSYLVANIA "LIBERTY BILL."

HARRISBURG, Pa., Feb. 23.—In the House of Representatives yesterday, on motion of Mr. Patterson, the vote by which the bill giving bicycles and tricycles the same rights of the road as other vehicles failed to pass second reading was reconsidered, and the section taking away from the Park Commissioners and Road Commissioners the right to regulate the use of bicycles and tricycles was stricken out, and the bill as amended passed second reading.

## EUROPEAN TOUR NOTES.

THE limit as to members (twenty-five) has been reached, and the management will probably be obliged to increase it to thirty.

Joseph Pennell, the artist, and Foreign Consul C. T. C., will be of the party. He has just been over the larger portion of the route through France, and his presence will be of great value to the party.

Two Brazilian wheelmen, members of the C. T. C., have written for places. They will connect either at Boston or Queenstown.

Twelve States, Canada and Brazil will be represented. Probably the number of States will be increased. All members of the party who have not already done so should at once send a deposit of \$25 to Alex. Martin, Agent Cunard Steamers, 99 State street, Boston, to secure stateroom berth. This amount is deducted from amount sent Treasurer next May.

## COUNTRY ROADS.

THE following editorial, taken from the Chicago *Herald*, is another straw showing that the interest in good work is spreading, and that another leading American paper raises its voice on the side of better roads and scientific building and repairing of same. Keep it up, gentlemen, the more the merrier:

"It has been estimated that by far the greater cost of labor involved in the transportation of the crops may be charged to that short passage over the country roads lying between the farm and the depot. The highway called the railroad is superb. The turnpike remains in its primitive state.

Efforts, therefore, directed toward the bettering of the road between the farm and the railway station will be wisely inspired. The people are but lately arrived at the knowledge that one railroad, rather than two, three or four, is to be wished for. The Pacific roads at Omaha divide their passengers and freight among no less than five waiting trains, though one would carry all. The people of Iowa, however, must support five crews of railroad operators. With the main arteries of commerce come to this pass, it is time to dwell upon that neglected portion of the public travel, wherein the farmer plods, through mud or sand, over hill and swamp, with fifty bushels of wheat, giving a day's haul, and vast relative expense, to the initial operation of delivery in Europe. E. B. Meatyard is one of the inquirers who have done the country good service in calling the attention of legislators to this subject."

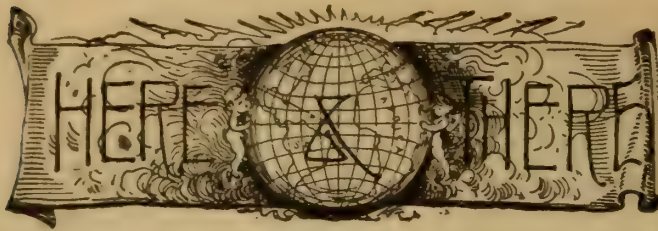
## THE WEST END BICYCLE CLUB OF ROCHESTER, N. Y.

THE youngest bicycle club in Rochester and about the liveliest is the West End Bicycle Club. The "Winter Carnival" given under the auspices of this club last Wednesday at the Washington Rink was largely attended by Rochester's best people and fairest daughters. The Carnival was served up in two parts; the first a musical and athletic menu and the latter part the younger portion in dancing to the excellent music of the orchestra in attendance. The participants in the musical *melange* covered themselves with glory and in most cases secured the encore so dear to the performer's soul. A novelty in the musical line was the duet sung by Messrs. Barnes and Connally who sang their little song while sitting on bicycles. The song sung was "Trust Her Not." Whether they were alluding to the festive and frisky bicycle deponent cannot say.

W. H. Barber then caused much amusement and amazement by his clever manipulation of the bicycle. A three-mile race between two riders came next and one of the contestants took a header spoiling his chances. The victor's name is C. J. Ivens and the unfortunate's name is B. A. Pratt.

Then came a slow race in which C. J. Connely proved a better balancer than his competitors. After that burlesque riding and polo between Messrs. Punnett and Featherly. Punnett proving the better player. After all that, came the dancing, and young hearts fluttered with enjoyment and young feet beat joyously to the rhythmic music, until old Sol came shining up from the East with a smile on his face and a merry twinkle in his eye, as he bade the sad seamps and the bonny lassies to go home and take a rest.





## PEEBLES, SCOTLAND.

"JACK."

PRACTICALLY speaking, the cycling season in Scotland, for the winter 1888-9, is at an end, and it is a very enthusiastic creature indeed who would care about bicycling in such wet and windy weather as has been on the barometrical *menu* for the past few weeks. The roads, too, bear evidence of the work of the road-maker; long, hateful patches of "road metal" crunching under the wheels of the dog-cart as one drives along, or making walking a misery, and cycling well nigh an impossibility.

THE heather hills, that in August were in purple glory, are now a dull brown-black, the "bracken" (a coarse fern) that adorns the steep hillside, and which delighted the eye with its wealth of "grass-hopper" and "sage" greens, is now "wilted," and of a saffron hue, the flowers are all gone, the "burns," that in the summer ran clear as filtered dew, are now rushing brown, foaming and twisting in irresistible strength to their mother, the river, and she in turn to the sea. All the pretty, light and airy accompaniments of summer have disappeared and the winter has set in. And it is well. We had grown to look upon the purple heather, the delicately tinted fern and the pellucid rivulet as commonplaces. They had delighted the eye and the ear and the nostril for so long that we, after a season, looked upon them as something to which we, as inhabitants of this particular section of Bonnie Scotland, were justly entitled.

"A primrose by the river's brim,  
A yellow primrose was to him,  
And nothing more."

But they are all gone now, and doubtless we will be the more able to appreciate them when next we have an opportunity of living among them.

It would appear as if (in the language of a fellow scribe) the safety bicycle was in a fair way to oust from popular favor our old friend, the tricycle, and it is not to be regretted altogether. True, the tricycle has many admirable qualities, but as the majority of these are embodied in the geared up two wheeler there is not great cause for grief. A tricycle was always more or less unwieldy and difficult of storage or stabling. It was always hard to find (on bad roads) a path for its two, three or four tracks. The safety is (I think) even easier of storage than the ordinary bicycle. The only disadvantage that I can see, compared with the tricycle, is that a dismount is imperative when the rider wants to stop or rest, but as no one does much sitting on a stationary tricycle this is of very small importance, mounting and dismounting, too, being made with such a minimum of exertion and danger, as compared with our old friend, the big bicycle. I have an idea, a somewhat deep-seated one too, that an ordinary bicycle, well within the reach of the rider, with a big back wheel, say of 23 to 24 inches, or even greater for a 50-inch, is about as good a going machine as one can mount. (See Karl Kron, *somewhere* in his "X-Miles." I cannot say what *mile* or *page* it is in.) I have tried one bicycle built on "rational" lines that was safe enough and fast enough for anybody. I do not think that Thomas Stevens would even have got round the world with a safety bicycle. He might, but the bicycle? A wheelbarrow (unicycle) would have been preferable to the little two-wheeled Rover type. I think it will be endorsed by those who ride bicycles in America, in those localities where the roads are especially bad, that the old ordinary was much superior to the safety for riding in well nigh impossible places. True, you might come a cropper with the big wheel, but you *might* "ride through" without killing yourself, while with the safety you would find that it would pay to get off. And as to its trundling capabilities, where the roads are unrideable the ordinary is, I think, the superior as far as ease is concerned. Some safety bicycles are about as hard to trundle (unless both hands are employed) as is a refractory pig to the slaughter. In this respect, however, the tricycle—especially in the tandem varieties of the vintage of 1882—took all the honors in a competition for cake and "shoe strings," as C. Verman has it. Mr. Joseph Pennell and his better half will, I think, bear me out in what I say.

I see that some of the Pennell writings in regard to "the North"

of Scotland have awakened a great deal of criticism in the Scotch and English papers. The *Scotsman*, the leading Scotch newspaper, has had several column editorials in criticism of their writings. You see, Joe (or his wife) did not like everything in Scotland, and said so, and the Scotch were up in arms. Still, although I am Scotch, I think there must have been a good deal of truth in what the Pennells said, judging by the amount of "leaded minion" that was "set up" in the editorial columns of the Scotch and English papers in contradiction of their writings. Anyhow, their books are read, and that is what they are written for.

SPEAKING of a paragraph in a late "News and Comment" in the BICYCLING WORLD, anent a man who wants to ride for the "deaf-mute championship of the United States" from one to one hundred miles, I wonder they don't get up a championship to be competed for by twins, or bald-headed men. The blind men are at least out of it. "The bald-headed go-as-you-please champion of the United States" would not be an unpretentious name to affix to a medal, although it might need something akin to a "danger board" to contain the inscription.

"SOMEWHERE out West" I once heard of a "champion oyster opener and eater." Perhaps the *Scottish Cyclist* will not mind my telling a story about Peebles. An American and a Scotchman, travelling together, were looking at the pyramids in Egypt. "Stranger," said Brother Johnathan to the Scotchman, "queer thing for a man to put his money into." "Not queerer than Niagara," said he of the Peebles in the land of the "Thistle." "Talking about queer things," he continued, "You know Peebles? Well, in Peebles I once saw a peacock with a wooden leg." It took me a long time to see the point of this joke, which consists in what people of different national temperament consider "queer" things.

## "JONAH'S"

## FOTTINGS.

As an evidence of the far from dead desire for team road racing in this vicinity, set forth by me last week, the Hudson County Wheelmen come to the front with a proposition to form a New Jersey Team Road Racing Association, open to all the clubs in the State. I have not had a chance yet to sound the boys about here much on the subject, but I understand that the project is meeting with favor, and that the cyclers of Southern Jersey and Monmouth are burning for a try at their rivals in the North. If there can be no association formed on the broader lines laid down by me last week, I welcome this new substitute as the next best thing to it, and as the nucleus of something bigger in the near future. The only thing to stand in the way of this local scheme is the acknowledged superiority of the H. C. W. in its own district of Jersey anyhow. But if we have ambitious fighters from Monmouth and South Jersey then a battle is assured.

THE H. C. W. bowling team continues its victories, and as we prophesied will have a walk-over for the pennant.

BOWMAN, of the H. C. W. and N. J. C. racing teams, has begun training for the coming campaign, and the other members will soon follow in search of the worms which are said to await the early birds.

I SAW Ed Baggot the other night, and he told me that Charley Kluge had asked him to go up to the club and begin on the home-trainer. Kluge was very busy last season and was seen very little on the path, but this year it is probable that his business will allow him to be a constant competitor in local races.

I WAS up at the Amateur Athletic Union performance of "Billie Taylor," at the Metropolitan Opera House, last Saturday evening. The jovial ex-Chief Consul of New Jersey, Dr. Johnson, as "Sir Mincing Lane," was, as the boys would say, indeed "a piece of work," and easily led all the rest in the race for applause.

LAST season, owing to the efforts of the wheelmen in the club, the New Jersey Athletic Club made cycle racing a special feature with great success, and with such a team as Caldwell, Bowman, Baggot, Pendleton and Gubleman, and the advantages of a fine track for training, scooped the lion's share of the prizes hereabouts. It is a healthy sign when the big athletic clubs open their arms to bicyclers. They have ample means to push the sport, and it is to them that we must look for our big tournaments and race meets. The N. J. A. C. will keep the ball rolling next season, and we shall soon have the other athletic clubs following suit and having their bicycle as well as athletic teams, and the consequent race meets.

THE bill of the wheelmen and the horsemen, giving the control of the roads to the Boards of Freeholders of the various counties, has been formally reported and ordered to a third reading in the New Jersey Senate. This bill takes away the power from the district Overseers of Highways, and renders a uniform system of road building now possible. To the efforts of the wheelmen of Union



County the law is due. The father of the measure is Senator Miller, of Westfield, father of Frank Miller, an enthusiastic wheelman and ex-Vice President of the Alphabetical Association. No small credit should also be given the *Elizabeth Daily Journal*, for its constant advocacy of road reform, at the instigation of the Elizabeth Wheelmen and its business manager, A. S. Crane, and Thomas Bugen, one of its staff, both members of the E. W. Day after day the editor hammered away, and his able articles were copied throughout the State and have done no small share toward the agitation for road reform throughout the State. The press is a power, and to this particular paper and its editors all honor is due. To Senator Miller also wheelmen owe much.

**BALTIMORE.** The first annual reception of the Crescent Club was held last Friday night, February 22, at Smith's Hotel, Govanstown. For the convenience of guests the York Road line cars left 9.30 P. M., and returned early in the morning. The event was an enjoyable one. A number of members were present.

\* CHIEF CONSUL MOTT's tandem has been shipped from the Stanley Show and he expects it to be in in about three weeks.

The annual meeting of the stockholders of the Maryland Club will be held on Saturday, March 9, at 8 P. M. The election of seven trustees for the ensuing year will be held by stock vote at this meeting.

A. C. PATTERSON, once well known in wheeling circles here, sent a few days ago W. Murdock Lind, of this city, a number of photographs of interest to cyclists. Among them was the first part of the Springfield Bicycle minstrel troupe, of which Mr. Patterson is manager. Mr. Patterson is Superintendent of the Dickinson Hard Rubber Company, of Springfield. While living here he was prominently identified with the Beethoven Minstrels.

#### ST. LOUIS.

##### "LINNEUS."

At the last meeting of the Missouri Bicycle Club, Geo. Andrews made a motion, which was passed, authorizing the chair to appoint a committee to look into the feasibility of holding a cycle race meeting in this city next spring. Cycling has been practically dead in this town the past season, and this is certainly a move in the right direction to awaken renewed interest in the sport. The only drawback is the trouble about securing a good track, as none can be had save the one at the Fair Grounds, and the exorbitant rent which is usually demanded for it, may put an end to the matter, so some cyclists think. If they will consider, however, that the Ramblers gave a race meet on these grounds in the spring of 1885, when St. Louis did not possess one fourth as many wheelmen as now, which was a success financially, it seems to me that this objection could be easily overcome. While it is, perhaps, true that St. Louis at present does not possess men like Jack Rogers and Lin Gordon, who went down into their pockets and contributed almost \$1000 to the fund to cover expenses of the last Ramblers' tournament, yet it must be remembered that we, at present, have at least 200 wheelmen who would be glad to contribute from \$5 to \$10 a piece towards creating such a fund, and the manufacturers who would certainly add their quota. I have spoken to quite a number of the riders and have yet failed to meet anyone who did not think kindly of the scheme. As Chicago gives her big tournament in May a large field of entries could be easily secured by placing the date of the meet a few days after the Chicago affair.

The question of card playing for money came up before both clubs at their last meeting, and after considerable discussion the Cycle Club suspended one of its members, while the Missouri let its culprits off with a reprimand.

ED BARNARD returned from a trip to Quincy and the surrounding country last week, and speaks in glowing terms of the fine treatment he received at the hands of the Quincy boys, who also made him the recipient of a banquet during his stay there.

E. N. SANDERS, in referring to Percy Stone's statement saying the Missouri could furnish a team to come one, two, three, four ahead of their team, stated that he as well as Snyder had retired from road racing, having no time to train, but if an official challenge was sent to his club, it would receive his prompt consideration.

ROAD reports from different points in the State are coming in, among the latest received being the reports of Jackson County by Nelson Haynes, and of Putnam County by E. H. Hale. The various members of the Touring Board are also doing good work in the way of getting their leading citizens and the press interested in road improvements and the passage of our road bill.

S. G. WHITTAKER writes a friend here as follows: "I have been doing some good work here of late. You no doubt have heard of my record-smashing performances. My last was at the half mile on the great North Road, on the Rover safety; time, 1m. 9.2-58. It made the London boys look, they could hardly believe it. I was presented with a fine gold medal by J. K. Starly & Co., a lady's safety, man's safety, and a racing Rover weighing 22 pounds. The Rudge people have presented me with a 19-pound Bicyclette. Allard has challenged the world, S. G. Whittaker preferred (but did not post any money), from one to 25 miles. As he did not say when he would race I have accepted to run him for \$500 a side, race to take place inside of two weeks, or will pay his expenses to run me in America. He knows very well that I am going to sail soon, so has challenged, but cannot bluff me, and I have accepted. I shall keep myself in fit trim, and show up at all the tournaments in the States next season, and possibly make another trip over here."

#### NEW YORK.

##### "HAWKSHAW."

"NOTHING succeeds like success," is a saying both old and true, but its truthfulness would have been greatly improved if its originators had written it thus: "Nothing succeeds in causing envy like success." This is brought more prominently to my mind by a recent article in the *Wheel*, under the heading of "What is the Matter With the New York Club?" I must say that the article above quoted is the worst example of this kind I have ever read. What does the reader of a wheel paper care if the New York Club house is not heated, etc., etc.? Is not that an affair purely belonging to that organization, and if they are satisfied why should the interrogatory idiot be allowed to exploit his lack of brains by that threadbare campaign cry of "What's the matter with —, etc.?" Such an inquiry into the private affairs of an organization is out of place upon the pages of any periodical making any pretence to being called a paper, for the reason that the article must emanate either from an envious outsider or else from a disgusted member of the club itself. In the former case it is an impertinence, and shows in its conception the absence of any of the instincts of a gentleman, and should be consigned to the waste basket, where such communications belong. In the case of its writer being a member of the organization concerning which he writes, the inquiry is at once an evidence of his idiocy, since any sane man whose think box is not an absolute vacuum should always be able to learn about the affairs of a club of which he is, alas! one of the component parts, in ways less public and more satisfactory than by rushing into print. In the penning of this article I do not wish to be considered as noticing in any way the article quoted other than in the abstract, and as a moral to adorn a tale, neither do I attempt to answer it in any way, as such communications merit only the silence of contempt. One does not enter into a debate with a child, nor answer its senseless questions, but when they become annoying a remedy is found in a slipper or a nursing bottle. I would commend either or both of these remedies to Editor Prial for use upon the writer of the article referred to. As I began this note with a quotation I suppose I might as well end it with the following one, which just fits this case: "Heaven and earth war in vain against a fool."

DESPITE the fact that the recent disgusting spectacle of a lot of women riding and falling upon a track for the edification of an absent public was shown to be a "fake," and was, as far as the poor unfortunates themselves went, far from a remunerative affair, we are now promised a *real race*, in which \$2500 of *real money* will be given as a prize to the winners. I am glad to be able to chronicle in these notes that, as a rule, wheelmen here were much against the recent display, and are more so against any future ones.

GREAT is the power of gold, but greater still is the power of diamonds. The N. A. A. A. offer as prizes at their forthcoming games, diamond rings to the winners, diamond scarf pins to seconds, and gold medals to third contestants in each event, and to all who finish neither first, second or third they will present a gold locket just for the pleasure of their presence as competitors. As a consequence of this over fifty entries are claimed for the one and one-half mile bicycle handicap. Special arrangements have also been made for the attendance of a corps of surgeons and ambulances, and all of these fifty gentlemen who are so anxious to risk their necks for prizes may feel content at having ready at hand the prompt attention that many of them will undoubtedly need.

You've read "Robert Elsmere" of course. Every body has, or claims to have done so, at any rate, which amounts to the same thing in most cases, as the average reader finds that the scholarly authoress of the novel has gone too deep or too high, it matters not which, for them to understand. But I am not going to write a criticism of the novel, but will be content to steal the closing lines of it to clothe my own ideas in words, altering them to suit the use



I make of them. Here they are as I have slightly changed them:

"Others, I doubt not, if not we,  
The issue of his toils shall see;  
And future wheelmen gather as their own  
The harvest that his zeal had sown."

As the above stands, it but slightly expresses my feelings of admiration for the untiring energy in the cause of the wheel shown for the past five years or more by Mr. George R. Bidwell, who I much regret to see step out of harness, well earned though his retirement be. *Vale*, my paragon of Chief Consuls, we shall not soon look upon thy superior.

#### PENNSYLVANIA.

##### "ARIEL."

THE result of the Presidential election is quietly accepted here; in fact it was generally discounted, no one who was well informed ever supposing that Mr. Jessup had even a fighting chance. I cannot help but feel that it would have been a wise thing if the League officials had allowed Mr. Jessup to go in. The cry of "Ring Rule" has done the League a very great deal of harm; of that there can be no question. But you can't tell who's Governor until after the election.

SOUTH END dances again on the 28th, and that another enjoyable time will be had at No. 1726 South Broad street goes without saying.

No word from the new road book yet, although it was promised for the latter part of February. This is a matter of great importance, and the printers should be stirred up lively.

MESSRS. E. G. KOLB, L. J. Kolb and Chas. Wilson, Jr., all of the South End Wheelmen, made an attempt on the seven-mile course, over which the 100-mile road race was run last autumn, but the conditions being against them, the best they could do was something over thirty minutes. They expect to make another attempt.

THURSDAY night the Mount Vernon Wheelmen had a benefit theatre party at the Grand Opera House, the occasion being "Faust," as given by the Boston Ideals, and it was a great success in every way. The proceeds are to be devoted toward the furnishing of their new club house. A lively and a growing club are the Mount Vernons.

ANOTHER "Road Hog" case in this section, last Thursday, this time at Wilmington, the sufferers being Messrs. Bertolette and Guldin, of the Wilmington Wheel Club. They were run down on the Causeway, while out on their bicycles, by two men in a buggy, who deliberately crowded them into the ditch, throwing Bertolette off and bruising him. Warrants are sworn out for the hogs' arrest, and the club intend pushing the matter as far as it will go.

THE last of the winter sociables given by the Pennsylvania Bicycle Club wound up in a blaze of enthusiasm last Wednesday night. About one hundred people were present, and the affair was a "sociable," in every sense of the word, there being none of that stiffness which characterized the first one, and which was hardly avoidable where so many people were brought together for the first time. Dancing was kept up to a late hour, the programme being well filled, and the only interval being for the very fine supper which was served about eleven o'clock. The patronesses were: Mrs. Roberts, Mrs. Supplee, Mrs. Worrell, Mrs. Street and Mrs. Tryon.

#### PORKOPOLIS NOTES.

##### "STAR."

"SAFETY," in coming to the defense of "Hawkshaw," seems to think that most persons do not care to know that "Dick Dunder is a scorcher from 'way back,'" or that "Baby Bunting has a dandy mouth for oysters." Now "Safety" was never more mistaken in his life, as that is just what some of us want to know, for if "Baby Bunting" should ever take a notion to start on a tour and should happen to visit our city, our being forewarned of his capacity in that direction would prevent our bankrupting ourselves by attempting to stop that dandy mouth with oysters, for we would then try to appease his insatiable appetite with the succulent wiener wurst, the delicious pumpernickel and the fragrant limburger. Then again, Mr. Editor, those of us who reside in the log cabins of the uncultured West cannot be expected to have the breadth, the depth and the acuteness of one who has had the advantage of the society of the Goulds, the Vanderbilts and the Astors. Still, we do the best we can in our humble way, and often, after milking the cows and feeding the stock, burn our tallow dips till quite a late hour in attempting to write up the news, for we intend to earn our salaries even if it should unfortunately kill the WORLD.

It is said that an amateur entertainment is soon to be given at the Odeon for the benefit of the C. B. C.

WE are to have a hill-climbing contest in the latter part of March. Sycamore Hill is the one selected, and Mr. A. A. Bennett will offer three prizes. It is expected that this will effectually settle the claims of some of our would-be hill climbers.

THE Crescents have adopted a uniform consisting of a black jersey and black tights. While there is no question as to the comfort of such a costume, the appearance one presents when arrayed in tights is objected to by some as being positively indecent. A good supporter, however, add a light flannel shirt in place of the jersey would do away in a large measure with that objection. To the man who is larger around the waist than around the hips tights are a godsend. A belt is unnecessary, as a piece of elastic braid put in the hem at the top will exert just enough pressure to keep them in place, whether the stomach is empty or just filled with a Miamitown dinner, and then they obviate the necessity of either suspenders or stocking supporters. To a thin man, however, they are not becoming, as they give him too much the appearance of a gigantic spider.

#### NEW ORLEANS.

##### "NOKOMIS."

THE New Orleans Bicycle Club have at last succeeded in getting a club house. It is situated corner Prytania and Valence streets, and is the nicest and cosiest house they have ever had. The N. O. boys say that they are going to make things hum this summer in the way of amusements. There is a large lawn on the side of the house, which they will utilize for croquet and tennis during the long evenings of summer.

FRANK BORN has the sympathy of all the members of the L. C. C. having met with the loss of his father.

CLAUS W. BOGEL has come down to a safety. Bogel is a fine athlete, and it is said in the next safety race he will astonish the natives.

WE are just on the eve of our Mardi-Gras here, and can promise any of our northern brethren that have the good fortune to be in our gay city, that they meet with a hearty welcome at our hands.

OWING to the conditions of our roads, none of the races for the Batson Medal have taken place, as every race with the exception of one is to take place on the road. When the roads do dry up they will be run once a week until the whole series is finished.

It is said the *Spirit of the South*, a local sporting paper, is not as partial to cycling as it might be. The editor frequently cutting out its cycling correspondents notes entirely, and then when inserting them, putting them in an obscure corner of the paper. How is this Mr. Wharton?

THE Louisiana Cycling Club had a special meeting last Thursday evening, at which they accepted resignations of three members, and elected three. It is the general regret of the boys in the club that Percy Batson resigned. Batson has sold his wheel, and has given up riding for good.

THERE is evidently something wrong here in management of the League. If you will notice in the list of members by states published in your paper sometime ago, Louisiana is way behind her membership of the year before, and I know there are more riders now here, than there were then. Then again no League meeting has taken place for over five months. Whose fault is this?

#### BUFFALO.

##### "MERCURY."

THEATRE parties will reign supreme among cyclers next week. On Monday evening the Buffalo Club will do the gallant by Miss Pauline Hall in "Erminie," and on Wednesday evening the Ramblers will honor Marie Jansen as "Nadje." Both clubs will attend in large numbers. The change, presenting the operas at the new Star Theatre instead of the Music Hall, was a wise move.

BUSHONG and Terry, ball players of the Brooklyn Club, seem to be quite enthusiastic cyclers. The former says: "I tell you, honestly, for pleasure and health cycling is much superior to anything I know of. It strengthens wind and muscle thoroughly."

THE *Sporting Life* says an assessment of twenty-five cents would put the L. A. W. out of debt. Thunder and lightning! is that all? Why not create a "popular subscription?" Surely cyclers would not begrudge the small sum of twenty-five one cent pieces if it would put the League out of debt.

THE Rambler Bicycle Club, at its last meeting, voted unanimously to remain in the League. I was rather surprised to hear of this sudden change of heart in the "oppositors," but that surprise was dispelled when I learned that the Great, the Only H. E., King-pin, etc., etc., lent his eloquence to the League defenders.



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THE WHEEL OF '89.

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AS LIGHT AS THE "ORDINARY."



BALL BEARINGS EVERYWHERE.

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All letters of application and inquiry which have been written us will be duly answered. It has been impossible for us to reply promptly to a correspondence of over five times what we anticipated. Agencies for the EAGLE are now being established with the leading dealers in many of the principal cities and towns, and machines will soon be on exhibition and sale at their places of business. Also a full line may be seen at all times at our central office at Stamford.

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By the way, speaking of Ducker, I see he is to have the management of a big "event" down your way. Although I would much rather see him manage the Buffalo affair, I wish him every success. It is generally understood he did not have the power he desired at the last tournament, or the result might have been different.

W. G. SCHACK is at the head of a movement to organize a Ramblers' base ball team. The Buffalo Club have a team, why not the Ramblers? It has some very promising material with which to form a strong team. A series of games could be arranged with the Buffalo and Rochester Clubs, and some very interesting contests would be the result.

THE Ramblers are unfortunate in losing two, perhaps four, of its most active members. Otto Schmidt has taken up his residence in your city (Boston), W. O. Graham is now employed in the Erie Railroad office in New York City, and now Wirtner and Hughson, the "inseparables," contemplate taking Greeley's advice, and "go West." What is our loss is others' gain.

IN my letter of two weeks ago I had an item concerning Hughson and his wheel, which was stolen, to the effect that he was "waiting for it" yet. Shortly after the letter was mailed I met Hughson, and he told me that he had found his wheel and stranger still, right here in the city. It appears the party who borrowed (?) the wheel, in riding down Pearl street, broke the tire in some way or other and left it at a store near by. Had the thief (who was captured, I forget where) not confessed, perhaps "Billy" would be "waiting for it" yet.

#### MINNEAPOLIS NOTES.

##### "VERNON."

account of the track being inside the ball park, he thought that the ball players would cut the clay all up, and it would take lots of care and attention to keep it in proper shape, so he decided to put down boards instead of clay. Probably no records will be broken here anyway, so a board track will be as good as anything else.

MORE of the fellows are seen around the club rooms this winter than last. They are contemplating renting a house and have it fixed to suit themselves. It is understood that they will have to move from their present quarters pretty soon, and are looking around now for better quarters.

I HAVE always thought (and so has everyone else that I know of) that California was a glorious country, where no snow, no ice, no anything frigid was ever seen or felt, but in "Vindex's" letter from Los Angeles, he stated that U. S. Wing had ordered a lot of ice bicycle attachments! Now if California doesn't want to get thrown in the "soup" she must explain this item some way. May be "Vindex" forgot to state that the attachments were going to be used for pulling through the sand, of which tradition says they have a large amount. Speaking about U. S. Wing reminds me that he was a former Minneapolis lad.

SOME of the members of the M. B. C. look weary when anyone mentions "tournament" to them, as the last tournament was not a success financially, and no wonder it was a failure, as the track was about half way between here and St. Paul, and no way to get out there but the motor line, the management of which would not run trains out there any oftener than every two hours. I know of one of the racers who thought he would ride out on the motor and thus save himself for the races; but alas, he missed the train by a minute or two, and no hacks being around he had to *run* all the way out, and he got there just in time for his race! On account of the track that we will have here this year being in the centre of the city there is no reason why a good tournament would not pay, and I am sure that if the same "hustlers" have charge of it this year as did last that it will prove a big success, financially and otherwise.

#### NEWS

##### AND COMMENT.

THE Boston Bicycle Club held its twelfth annual dinner at Parker's last Saturday evening. The affair was, as usual, one long to be remembered by the participants. The dinner was a momentous one, in that the members of the Town Club, with which the old Boston Club is now amalgamated, also took part in the prandial and post prandial exercises. Long may the joint prosperity of the two organizations continue.

DUCKER and Boston; *that's* a combination for you. B.T.E. A.T.B.

WHITTAKER will return to this country in course of a few weeks.

THE WORLD will come to you in rolls next week. See editorial.

MR. LOUIS M. NESBITT, a prominent wheelman of Camden, N. J., lately died from typhoid fever.

THE Supreme Court of Indiana has decided that cycles are vehicles, and that they must be kept off the sidewalks.

HAVE you a second-hand wheel for sale? Well, *now* is the time to advertise it, and the WORLD is the medium for you.

MISSOURIANS should cast their eye over the official editorial and report of Representative Warner's proposed prohibitory bill.

AN Omaha exchange says "spring has come at last." Will the Omahains just give that spring a boost this way and oblige.

How in the world so many papers make the mistake of reporting Mr. Dow of Maine as elected the League Treasurer is beyond our comprehension.

RUBBER is being used as an experiment in paving several German towns. We imagine it must be expensive, but what a luxury! a rubber pavement!

THE Orange Wanderers is the first club to put a lady member on the Executive Committee of the club. Mrs. L. H. Johnson has the honor of that distinction.

IN consequence of the change of the female cyclists troupe management, Philadelphia will be spared the delight of a six days' race (?) Shake, quaker, my boy.

DR. EMERY, the wide awake Chief Consul of Massachusetts will be dined by the New Bedford Club March 6th. He proposes to do some recruiting for the L. A. W. from that section.

THE offer of the WORLD and *Texas Siftings* to new subscribers for \$2.00 has been extended to March 31st. We also will continue to furnish *Siftings* to present subscribers for \$1.25.

WE think that Master Eddy Mohrig, of San Francisco, Cal., is the youngest rider of a bicycle in the world. He is only three years old. The effete East cannot produce so young a bicycle rider.

KANSAS CITY Wheelmen are arranging to spend a week in Chicago and enjoy riding on the boulevards of that city, as well as "taking in" other attractions of the great western "metropolis." Beg pardon St. Louis.

A. C. BANKER, the Pittsburg flyer, has taken up his abode in Brooklyn, N. Y., and consequently Brooklyn wheelmen are preparing to place a chip on their shoulders, so to speak, and asking some road racing team to knock it off.

NOW of all others is the time for the cyclist to be thinking about his outfit for 1889 and no outfit is complete without one of those delightful little Kodak Cameras with which one hundred negatives can be taken without refilling the film roller. See their advt.

A MR. WHITE, of Elizabeth, N. J., was accidentally run into by a shying horse on Washington's Birthday. The bicycle was smashed and Mr. White was seriously injured. His friends are trying to discover the parties who were driving the restive horse.

TOM STEVENS has arrived at Zanzibar, Africa. He expects to start for the interior by March 6th. He claims that there is no authentic information as to the whereabouts or fate of Stanley or Ermin Bey. If pluck and experience count for anything, Stevens will successfully consummate what he set out to accomplish.

"GOOD old" Rollinson is in New Zealand. He issued a defi to race for the professional championship of New Zealand, but as that part of this mundane sphere boasteth not of a professional champion a great chunk of silence ensued after Mr. Rollinson's challenge ceased ringing over New Zealand's hills and valleys.

MRS. STERLING ELLIOTT of Newton, Mass., has accepted an invitation from the Northampton (Mass.) Cycle Club to attend its ball to be given March 6th at which time by special request and earnest solicitation she will exhibit and ride the Elliott safety for the delectation and instruction of those who have never seen a lady's bike.

THE Boston Sunday *Globe* and the *Herald* both had long accounts and good illustrations of the Boston and Town Clubs' dinner at Parker's last Saturday. The first page of the *Herald* was graced with an excellent likeness of Doctor Kendall, while the *Globe* had cuts of the interior views of the Town Club. [From the above *lucid* item we should judge our worthy editor must have been at the dinner.—*Devil.*]

SACRAMENTO, Cal. Wheelmen are making themselves obnoxious by riding on the sidewalks of that city. There is a city ordinance against this practise and we hope to hear that an example has been made. An exchange from Sacramento says, "About three years ago a bold wheelman ran against an old lady and knocked her over, and she has been confined to her bed ever since from the effects of the shock and the injuries she received."

REPRESENTATIVE WARNER, of St. Louis County, Mo., has distinguished himself by introducing a prohibitory bill into the State Legislature. The particulars of the remarkable bill are given in



detail in the official department of this paper. It will be well for Missouri riders to ponder whether "the League should go into politics" when any member who supports this bill comes up for office again in his (the rider's) particular district.

J. W. McGOWIN, Secretary of the Keystone Bicycle Club of Pittsburgh, Pa., writes: "In your list of 'Oldest Clubs' given in the issue of 15th Feb., I noticed the absence of our club, so therefore write a few lines to say our organization was perfected December 14th, 1879, with a membership of seven (mystical number.) The following year, October 12th, 1880, application was made for membership in the L. A. W., the club retaining said membership until the present time and ranking as one of the few 'oldest' League club."

#### A WAIL.

Oh for the lights of other days,  
Those good old days of yore;  
Before they ground the record down  
To less than '34!

Dim memories of Springfield in  
The half-forgotten past,  
Ere riders learned the way to win,  
Was *not* by riding fast;

Avaunt, ye gibbering spectres  
Of a glory that has fled;  
Why come ye back to haunt us  
From regions of the dead?

Why must ye call to mind the time  
When club-men hung together;  
When runs *were* runs and always ran  
In fine or stormy weather?

For oh, it is a gruesome thing  
To see, here in the Hub,  
A captain brave in braid and gold,  
But minus any club!

And where are now the heroes  
Of the last and greatest scoop?  
Echo, drops to slang and answers  
"Where they should be—in the soup."

PEDALS.

#### A NOTICE.

We wish to inform our friends and the cycling trade, that Sam Goodman, who has been travelling with professional racing teams, has no business connections with us, and we will not pay any bills contracted by him. We think he is at the present time in Washington, D. C.

HENRY AND JOSEPH GOODMAN.

Hartford, Feb. 26, 1889.

#### THAT RECORD OF 2.18 1-5.

*Editor Bicycling World:* We observe in your issue of the 25th ult that you have a paragraph stating you consider the record of 2 min. 18 1-5 sec., accomplished on our now famous "Triplet" cycle a "fake."

We think that we are too well known to want or need any bogus records. The road chosen was from the 61st to the 62d milestone at Buckden (North road), and Messrs. Hillyer, Rowe, and others, were the Time-keepers.

Two minutes 18 1-5 seconds (one mile) is certainly not the limit or speed obtainable by this really wonderful machine, as the day it was accomplished the weather was very wintry.

We think that before this season is out, we shall get inside two minutes on a straightaway level road. Apologizing for troubling you with this letter, and thanking you in anticipation of its insertion, or notice of same, we remain yours truly,

Coventry, Feb. 11, 1889.

RUDGE CYCLE CO., Limited.

#### MORE ABOUT THAT RECORD OF 2.18 1-5.

Thus saith *Wheeling* in regard to that record of the Triplet: "The BICYCLING WORLD says it is of the opinion that the world's record of the Triplet, one mile in 2.18 1-5, is a fake. Come, Mr. Fourdrinier, your paper is not a *Bicycling News* that it should strike out like this. We grant that had the record been accomplished in America, that paper (the *Bi. News*) would have grieved it. No one here would have taken any notice, however. Prithce, Friend Fourdrinier, do not retaliate on the innocent. The record is a good record, made under favorable circumstances, perhaps, but then, so are most path records."

Our end is accomplished. We hammered away until we got some one to say *something* about the claim. The above letter from Messrs. Rudge and the item from *Wheeling* seem to put a more reasonable light on the record, and so down it goes, as a wonderful road performance.

[Private advices just to hand, speaking of the claimed record, say: "The Triplet is the fastest and safest cycle ever built. \* \* I have no reason to doubt the distance or timing, but the start was made flying, the course straight away, a considerable part of which was down grade." \* \* We are glad to be able to present this mass of evidence, as now we believe it was done, and we know how, also.—ED.]

#### SHENANDOAH VALLEY—ROUTES WANTED AND GIVEN.

*Editor Bicycling World:* In your next issue will you ask anyone who knows to kindly give the best route from Chambersburg, Pa., to Washington, D. C.? Also from Washington to Oxford, Chester Co., Pa., via Baltimore. I contemplate taking a trip between the above-named places in the spring, and would be very grateful for any advice as to roads, etc. Fraternally,

19911.

A REPLY TO NO. 3562.

Dear No. 3562—Have you never heard of the famed Shenandoah Valley pike? No? Well by all means come and see it and enjoy it, or ask about it of some one who does not live on such a road and can better eulogize it. Were I to praise it, it might be thought I had not been from home and knew no better, or at best was prejudiced in favor of home enterprises.

Having reached Cumberland, Md., follow the tow-path (see Karl Kron XM Miles on a Bicycle) to Harper's Ferry, thence to Charlestown, to Berryville, to Winchester, to Woodstock, to Harrisonburg, to Staunton, and even on to the Natural Bridge if you like, though from Staunton on the road is not macadamized, a good dirt road, however. Affording still more of the desired "picnic" would be the route through Greencastle, Pa.; Hagerstown, Md.; Martinsburg, W. Va.; Winchester, Va.; and so on, as above.

A good road will not remain good by being let alone, so you can fully expect to find some portion of the road being repaired by the addition of new stones. Occasionally this may necessitate a dismount for a short distance, but not often.

Further information will be furnished by any local Consul along the route, or by Yours truly,

N. B. SCHMITT.

Woodstock, Va., Jan. 23d, 1889.

*Editor Bicycling World:* Will some of your readers give me a good route from Philadelphia, for a tour of from one to two weeks? My chief desire is to find good roads and fine scenery.

Would like good routes to Gettysburg or the Northern part of New Jersey. Yours,

19,308.

Philadelphia, Jan. 28th, 1889.

#### STANLEY SHOW STATISTICS.

A most interesting table of statistics is published by the *Cyclist* of Feb. 13th, showing the number of exhibits at each of the preceding annual shows. The table is an epitomized history of cycling itself, showing the growth of the sport and the comparative rise and fall in popularity of the different types of machines.

From 1883 to 1886 it will be noticed that the tricycle took the lead in numbers exhibited, while at the show just past the single dwarf safeties outnumber all the rest of the exhibits put together.

| Commence.     | Days Open. | Place.                                 | Bicycles. | Tricycles. | Total. |
|---------------|------------|----------------------------------------|-----------|------------|--------|
| 12 Mar., 1878 | 2          | Athenaeum, Camden Town.....            | 70        | 4          | 74     |
| 4 Feb., 1879  | 4          | Foresters' Hall, E. C.....             | 100       | 12         | 112    |
| 3 Feb., 1880  | 4          | Holborn Town Hall.....                 | 125       | 21         | 146    |
| 22 Feb., 1881 | 4          | Holborn Town Hall.....                 | 183       | 67         | 250    |
| 9 Feb., 1882  | 5          | Agricultural Hall.....                 | 275       | 158        | 433    |
| 20 Jan., 1883 | 5          | Royal Albert Hall.....                 | 233       | 289        | 522    |
| 14 Feb., 1884 | 6          | Floral Hall, Covent Gardens Theat..... | 140       | 225        | 365    |
| 28 Jan., 1885 | 6          | "Wheeleries," Thames Embk. ....        | 105       | 182        | 287    |
| 13 Feb., 1886 | 7          | Royal Aquarium.....                    | 280       | 1340       | 1620   |
| 27 Jan., 1887 | 9          | Royal Aquarium.....                    | 320       | 313        | 633    |
| 28 Jan., 1888 | 7          | Royal Aquarium.....                    | 400       | 1350       | 1750   |
| 25 Jan., 1889 | 8          | Crystal Palace.....                    | 220       | 375        | 1201   |
| † Estimated.  |            |                                        |           |            |        |

#### STANLEY SHOW 1889.

| Bicycles.            | Tricycles.                   |
|----------------------|------------------------------|
| Dwarf Safeties.....  | Direct Steerers.....         |
| Ordinary.....        | Tandems.....                 |
| Rational.....        | Carriers.....                |
| Tandem Safeties..... | Gnat or Olympia Pattern..... |
| High Safeties.....   | Crippers.....                |
|                      | Other Types.....             |
|                      | Sociables.....               |

\$26

375

Grand total—132 firms; 1201 cycles.



The Opera House was well filled with the elite of Elizabeth as well as their brother wheelmen from neighboring cities, (many accompanied by ladies) noticeably Hudson Co. Wheelmen, Essex Bk. Club and Atlantas of Newark and the Plainfield Wheelmen.



The entertainment was pronounced a success both socially and financially and as a feature of the same the sweet strains of music by the well trained orchestra were highly appreciated and heartily applauded. The club started in the summer of 1883 but was incorporated in the spring of 1885.

Their pretty Club House situated on East Broad street with all its appurtenances is a crowning object of successful perseverance on the part of its members.

Their club is one of the largest and most influential in N. J. and has carried off a goodly share of honors in mileage, long distance riding and fast time.

The Elizabeth Club has attained as it has undoubtedly earned a leading position in the ranks of the wheelmen of the State.

No. 15,329.

#### CLEARFIELD, PA.

The liberty bill question is in full blast in this state. Secretary-Treasurer Carpenter has been sending out the suggestions of the committee in printed form, to all League men in the state, requesting each to write to the nearest Representative or Senator asking their influence and support. The committee is composed of good men. They are Samuel A. Boyle, Philadelphia; W. R. Tucker, Philadelphia and D. K. Trimmer, York. A petition has been circulated among the wheelmen and those friendly to them, urging the co-operation of Senator W. W. Betts in this matter. S. I. Snyder kindly took the petition in charge at the first notice received of the desire of the committee. Our Senator now has that, as well as a few persuasive appeals from interested parties to ponder over.

One of Clearfield's enthusiastic wheelmen, A. F. Boynton, is now indulging in the pleasures of his safety at Thomasville, Georgia.

The safety will soon have the lead here. The ordinary must take a back attic box for the present season, if not for all time.

In the discussion going on in some of the bicycle journals, "Ordinary vs. Safety," it is surprising with what candor a novice will put himself up before old riders as their adviser. One writer in one of the cycling papers of last week says: "Last summer was my first season, I am a novice, a new rider, a new comer," etc., etc. Then he fires away by continuing, "I ride an ordinary, the best machine made for comfort, style and beauty. I ride an ordinary because fresh air may be had up in the air." Yes my dear boy when you get "up in the air" you may have air, but us poor fellows who ride the safety seem to get on somehow or other without air. We noticed that Whittaker made a half mile the other day in about 1.9. If he didn't take air what did he take? I think Whit's "take" is seltzer and lemon as a rule, but on this occasion he must have had a "few" air also.

J. E. HARDER.

#### WASHINGTON'S BIRTHDAY AT THE VICTOR HEAD-QUARTERS.

THE headquarters of the Overman Wheel Co., of this city, were the scene of much life and animation on Friday last, the occasion being the opening day in which the Overman Co. showed the wheels they propose to put on the market for the coming season. Washington's Birthday will hereafter be Opening Day for this firm, and on that day in years to come the pleasant affair of last week will be made a regular event. The hospitality of the Overman Wheel Co. was enjoyed by several hundred visitors, who brought their capacity for consuming sandwiches, lemonade and cigars right along with them. The Victor people evidently knew that a big draft on the commissary would be made, and although the demand was enormous the supply was generous and greater.

## THE KODAK CAMERA---FOR W



THE operation of securing views with this camera is so simple that it is the object to be photographed, and in a knowledge of photography is unnecessary. The "Kodak" is but about six inches in length, and weighs less than two pounds. A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The "Kodak" is an article which every wheelman should possess, and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO  
ROCHESTER, N. Y.

Price, \$25.00.

ITS 5 3

ROCHESTER, N. Y.

some one to say something about the claim. The above letter from Messrs. Rudge and the item from *Wheeling* seem to put a more reasonable light on the record, and so down it goes, as a wonder road performance.

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1991

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1930

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| 28 Jan., 1888 | 7          | Royal Aquarium.....                  | 400       | 1350       |
| 25 Jan., 1889 | 8          | Crystal Palace.....                  | 820       | 375        |





## Howard A. Smith & Co.

Immense Bargains in Second-hand machines for the next few weeks to make room for new goods.

Bicycles, 42-in. to 56-in. in size, ranging in price from \$20.00 to \$95.00

Tricycles, side-steering and Crippers, price from \$50.00 to \$90.00.

Tandems—Humbers, \$100; Marlboro's, \$100

Send for Second-hand List.

ORATON HALL, NEWARK, N. J.



LEAGUE HEADQUARTERS:

12 Pearl Street, Room 27.  
ABBOT BASSETT, Secretary.

A BILL was introduced in the house at Jefferson City, by Representative Warner of St. Louis County, Wednesday, which, if it becomes a law, will seriously affect the bicycle clubs of St. Louis. There is reason to believe, too, that the bill will meet the approval of the assembly, because the average country legislator thinks that only dudes ride bicycles. They do not know, neither do they care, that the members of the bicycle organizations of Missouri are composed mostly of men in the large cities who have no other recreation or out-door exercise than that obtained in riding their steeds of steel. The provisions of the bill are, that it shall hereafter be unlawful for any person or persons to run or engage in any race mounted on any vehicle usually called velocipede or bicycle on any highway or public road in any of the counties outside of any city limits in this state; and all persons travelling by the use of such vehicles upon any such highways or roads, on meeting any person or persons on horses or mules, or in vehicles of any kind, shall come to a halt at a distance of 100 yards from the place on such highways or roads where said person or persons on horses or mules, or in vehicle drawn by horses or mules are met; and the bicycle rider shall dismount from the velocipede or bicycle and remain so until the persons met shall have passed a distance of twenty-five yards. For a violation of the provisions of this law the rider shall, on conviction, be deemed guilty of a misdemeanor and fined not less than \$10 and not more than \$100. In addition to the fine he shall be liable to civil action for any damage to persons or property by reason of any horses or mules becoming frightened at the bicycle. This is hayseed legislation with a vengeance.—*Spectator*.

And yet there are those who say that wheelmen have all their rights and there is no use for the League. Now Missouri show the world what organized effort can do.

### Massachusetts Division.

To the Board of Officers: A meeting of the Board will be held at the Clarendon Hotel, 521 Tremont street, Boston, on Saturday evening, March 2, at eight o'clock P. M. Fraternally, Wm. H. EMERY, Chief Consul.

### New York.

To the Board of Officers, New York State Division L. A. W.: An adjourned meeting of the Board of Officers of this Division will be held at the New York Bicycle Club House 146 West End avenue near 72d street, New York City, Monday evening, March 4th, at 8.30 o'clock. As certain amendments to our By-Laws will be presented at this meeting as well as other business demanding our attention, I earnestly request the attendance of every member. Yours truly, GEO. R. BIDWELL, Chief Consul.

New York, Feb. 23, 1889.

### Pennsylvania Bill.

The following bill defining the rights and regulating the use of bicycles and tricycles is now before the Legislature of Pennsylvania:

Section 1. Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania in General Assembly met and it is hereby enacted by the authority of the same: That bicycles, tricycle and all vehicles propelled by hand or foot and all persons by whom bicycles, tricycles and such other vehicles are used ridden or propelled upon the public highways of this state shall be entitled to the same rights and subject to the same restrictions in the use thereof as are prescribed by law in the cases of persons using carriages drawn by horses.

Section 2. The commissioners or other authorities having charge or control of any public street, highway parkway, driveway or public place in this state shall have no power or authority to pass, enforce or maintain any ordinance rule or regulation by which any person using a bicycle or tricycle shall be excluded or prohibited from the free use of any public highway, street, avenue, road, driveway, parkway or public place at any time when the same is open to the free use of persons having and using other carriages as hereinbefore named nor shall such commissioners or other persons pass enforce or maintain any ordinance rule or regulation relating only to bicycles or tricycles and not to other carriages as mentioned in section one of this act.

Section 3. Nothing in this act shall be so construed as to prevent the passage of any regulation ordinance or rule regulating the use of bicycles or tricycles in highways, streets, driveways, parkways and public places in such manner as to limit and determine the proper rate of speed at which said vehicles may be propelled nor to require direct or prohibit the use of bells, lamps and other appurtenances nor to prohibit to any vehicle the use of that part of the street, highway or parkway commonly known as the footpath or sidewalk.

Section 4. All acts or parts of acts inconsistent herewith be and the same are hereby repealed.

### L. A. W. Uniforms.

To the members of the L. A. W.: We have discontinued the arrangements had with Wanamaker & Brown of Philadelphia, Pa., for the manufacture of the L. A. W. Uniform, and placed same with Messrs. Browning, King & Co., 408 Broome street, New York City, who will supply the coat and pants, and with Messrs. A. G. Spalding & Bros., 241 Broadway, New York City, who will supply the cap, shirt, stockings, belt and shoes.

Prices: Coat \$8.25, Breeches \$5.50, Shirt \$2.00, Cap \$1.25, Hose \$1.00, Belt \$.50, Shoes \$5.00.

Arrangements have been made between A. G. Spalding & Bros. and Browning, King & Co. whereby any full or parts of suits wanted can be procured from either house, thus in many instances saving extra express charges. Prices will be the same in either case.

Members who desire to have their suits made to measure by their home tailor can be supplied with the cloth at \$2.25 per yard on application to B. K. & Co.

Messrs. Browning, King & Co. through previous experience in making the League Uniform, and also through the fact of having the largest and best equipped establishment in the United States, are in position to give us satisfaction in any particular, and as the matter has not been handled to the satisfaction of the members of the League or the committee in the past two seasons, we considered a change necessary and in fact imperative.

The above mentioned firms will mail each member of the League a sample of the L. A. W. Uniform cloth. Also an illustrated descriptive circular of all the different articles with full directions as to ordering, measurements, etc.

This change will take place January 15th.

GEO. R. BIDWELL,  
Chairman Uniform Committee.

### New Jersey Road Book.

It has been a great source of annoyance and regret to the officers of the New Jersey Division that the promised road book has been so long delayed, but the delay has been no fault of theirs.

We were promised the book should be ready at the beginning of the riding season last year, but after some considerable delay the publishing house failed and

nothing was done upon the road book for a number of months. Then Mr. Wells, who had it in charge went to Europe thus causing another delay. Now we are assured that it will be ready for delivery to the members before the first of May. J. H. COOLEY, Chief Consul.

### Tennessee Appointment.

Mr. Frank R. Birdsall has been appointed Local Consul for Nashville, in place of Mr. Ed. D. Fisher who was recently elected Vice Consul of the Division. Fraternally, Jos. R. WILSON, Jr., Chief Consul.

### APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list for the following week.

List 180—Total 25—12,156.

BOSTON, March 1, 1889.

CALIFORNIA DIVISION—4—420.

Oak Leaf Wheelmen.

|       |                                      |               |
|-------|--------------------------------------|---------------|
| 21414 | Lillie, Harry,                       | Lodi          |
| 21413 | Bartholomew, G. E., 290 Main st.,    | Stockton      |
| 21415 | Southworth, Ernest L., 290 Main st., | "             |
|       | San Francisco Bi. Club.              |               |
| 21403 | Gibson, Fred W., 612 Hyde st.,       | San Francisco |

ILLINOIS DIVISION—2—772.

Streator Wheelmen.

|       |                              |          |
|-------|------------------------------|----------|
| 21404 | Huggons, Wm., 109 Lundy st., | Streator |
|       | Unattached.                  |          |
| 21396 | Henderson, Chas. T.,         | Toulon   |

KANSAS DIVISION—3—168

Unattached.

|       |                   |            |
|-------|-------------------|------------|
| 21397 | Amsden, F. A.,    | Wellington |
| 21398 | Richardson, John, | "          |
| 21399 | Thompson, John,   | "          |

MARYLAND DIVISION—1—471.

Unattached.

|       |                                                 |           |
|-------|-------------------------------------------------|-----------|
| 21408 | Healy, Jno. Stonewall J., South and Pratt sts., | Baltimore |
|-------|-------------------------------------------------|-----------|

MICHIGAN DIVISION—1—357.

Unattached.

|       |                      |           |
|-------|----------------------|-----------|
| 21416 | Conover, Mrs. C. A., | Coldwater |
|-------|----------------------|-----------|

NEBRASKA DIVISION—2—97.

Lincoln Wheel Club.

|       |                                             |         |
|-------|---------------------------------------------|---------|
| 21400 | Van Horn, M. F., cor. Holmes and 19th sts., | Lincoln |
|-------|---------------------------------------------|---------|

Unattached.

|       |                              |              |
|-------|------------------------------|--------------|
| 21417 | Platt, Ralph, 307 E. 2d st., | Grand Island |
|-------|------------------------------|--------------|

NEW YORK DIVISION—0—2513.

Syracuse Cy. Club.

|       |               |           |
|-------|---------------|-----------|
| 21418 | Gleason, Wm., | Liverpool |
|-------|---------------|-----------|

Unattached.

|       |                                   |          |
|-------|-----------------------------------|----------|
| 21401 | Gerow, Edwin K., 204 Court st.,   | Brooklyn |
| 21405 | Robinson, Lyman B.,               | Corning  |
| 21402 | Palmerberg, E. T. 107 W. 7th st., | New York |
| 21409 | Brewster, E. S.,                  | Unadilla |
| 21410 | Brewster, Z. C.,                  | "        |



## PENNSYLVANIA DIVISION—2—1500.

Juniata Wheelmen.  
 21400 Kennedy, W. O. Huntingdon  
 Unattached.  
 21420 Bostwick, C. W. La Jose  
 RHODE ISLAND DIVISION—3—270.  
 Bristol B. Club.  
 21410 Edwards, A. Bristol  
 21412 Trotter, W. R.  
 Unattached.  
 21407 Manchester, W. L., Box 107, Bristol  
 TEXAS DIVISION—1—30.  
 Unattached.  
 21416 Benedict, Leopold, Burnet

## OFFICERS FOR 1889—90.

PRESIDENT,  
 CHAS. H. LUSCOMB,  
 280 Broadway, New York.  
 FIRST VICE PRESIDENT,  
 JAMES R. DUNN,  
 Massillon, Ohio  
 SECOND VICE PRESIDENT,  
 SANFORD LAWTON,  
 Springfield, Mass.  
 TREASURER,  
 W. M. BREWSTER,  
 300 Olive Street, St. Louis, Mo  
 SECRETARY,  
 ABBOT BASSETT,  
 12 Pearl Street, Boston, Mass

## State Officers.

Below we give the Post Office address of each Chief Consul and Secretary-Treasurer by States. This will be of convenience to those who wish to communicate with these officers.

CALIFORNIA—Chief Consul, Edwin Mohrig, 112 Golden Gate avenue, San Francisco. Secretary-Treasurer, Alex S. Ireland, Box 2568, San Francisco.  
 COLORADO—Chief Consul, Horace Beddo, Diamond Palace, Denver.

CONNECTICUT—Chief Consul, C. E. Larom, 386 State street, New Haven. Secretary-Treasurer, E. A. De Blois, Weathersfield.

DELAWARE—Chief Consul, S. W. Merrihew, 906 Jackson street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1206 Pennsylvania avenue, Washington. Secretary-Treasurer, Edson B. Olds, Citizens National Bank, Washington.

ILLINOIS—Chief Consul, W. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, J. Fred Probst, Terre Haute. Secretary-Treasurer, A. N. Smith, Terre Haute.

IOWA—Chief Consul, R. L. Thompson, Muscatine. Secretary-Treasurer, H. B. Cropper, Cedar Falls.

KANSAS—Chief Consul, W. C. Bradley, Western Security Co., Ottawa. Secretary-Treasurer, Otto H. Wulfekuhler, Leavenworth.

KENTUCKY—Chief Consul, E. H. Croninger, 110 East Ninth street, Covington. Secretary-Treasurer, Al M. Watcher, Martin and Greenup streets, Covington.

LOUISIANA—Chief Consul, Harry H. Hodgson, 13 Carondelet street, New Orleans. Secretary-Treasurer, Harry W. Fairfax, 454 Carondelet street, New Orleans.

MAINE—Chief Consul, Dr. G. E. Dow, 507 1-2 Congress street, Portland. Secretary-Treasurer, A. L. T. Cummings, Biddeford.

MARYLAND—Chief Consul, Albert Mott, 1734 St. Paul street, Baltimore. Secretary-Treasurer, G. W. H. Carr, Box 675, Baltimore.

MASSACHUSETTS—Chief Consul, Dr. W. H. Emery, 1177 Tremont street, Boston. Secretary-Treasurer, Sanford Lawton, Springfield.

MICHIGAN—Chief Consul, A. B. Richmond, 411 So. Ionia street, Grand Rapids. Secretary-Treasurer, C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 330, Minneapolis. Secretary-Treasurer, A. W. Laird, Winona.

MISSOURI—Chief Consul, W. M. Brewster, 300 Olive street, St. Louis. Secretary-Treasurer, J. A. Lewis, Continental Bank, St. Louis.

NEW HAMPSHIRE—Chief Consul, H. M. Bennett, Manchester. Secretary-Treasurer, George P. Hill, Great Falls.

NEBRASKA—Not elected.

NEW JERSEY—Chief Consul, Dr. J. H. Cooley, Plainfield. Secretary-Treasurer, Robinson Pound Plainfield.

NEW YORK—George R. Bidwell, 313 West 58th street, New York City. Secretary-Treasurer, George M. Nisbett, 50 Wall street, New York City.

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WISCONSIN—Chief Consul, Jay A. Hinman Oshkosh. Secretary-Treasurer, J. H. Bloedel, Sheboygan.

## Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find \$ for initiation fee and dues in the League of American Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed, .....

Club, .....

P. O. Address, .....

References: .....

City, .....

State, .....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)  
 MEMBERSHIP FEE.—The Initiation Fee is \$1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance.

If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

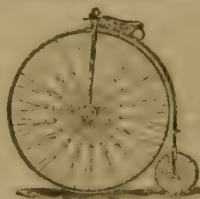
The current League year has been extended to April 30, 1889, and all memberships will be continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose \$1.50 with the application. after that date, and until April 30, 1889, enclose \$1.25.

## Second-Hand Wheels,

Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand wheels. Prices on all wheels guaranteed as low as the lowest.

ROUSE, HAZARD & CO, 9 G St., Peoria, Ill.

Successors to GEO. W. ROUSE & SON.



## Bicycles on Easy Payments.

Victor, Springfield Roadster, New Rapid, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from \$6.40 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.

Successors to GEO. W. ROUSE & SON.

# The Springfield Roadster Bicycles

## Hold the World's Records:

|                                                                    |      |
|--------------------------------------------------------------------|------|
| No. 1 Wheel, plain and cone-bearing, 50-inch.                      | \$75 |
| No. 2 " ball-bearing, 50-inch.                                     | 100  |
| No. 3 " plain and cone-bearing, 46-inch.                           | 75   |
| No. 4 " ball-bearing, 46-inch.                                     | 100  |
| No. 5 " ball-bearing, 50-inch.                                     | 110  |
| This wheel has tangent spokes and hollow rim.                      |      |
| No. 6 Wheel, ball-bearing, 46-inch.                                | 110  |
| This wheel has tangent spokes and hollow rim.                      |      |
| No. 7 Volant Safety, 31 and 30-inch diameter wheels, ball-bearing. | 115  |

SPEED,

SAFETY,

1889  
 Catalogue Now Ready.  
 Sent Free.

BEAUTY,

DURABILITY

SPRINGFIELD BICYCLE MFG. CO.,

178 Columbus Avenue, BOSTON, MASS.

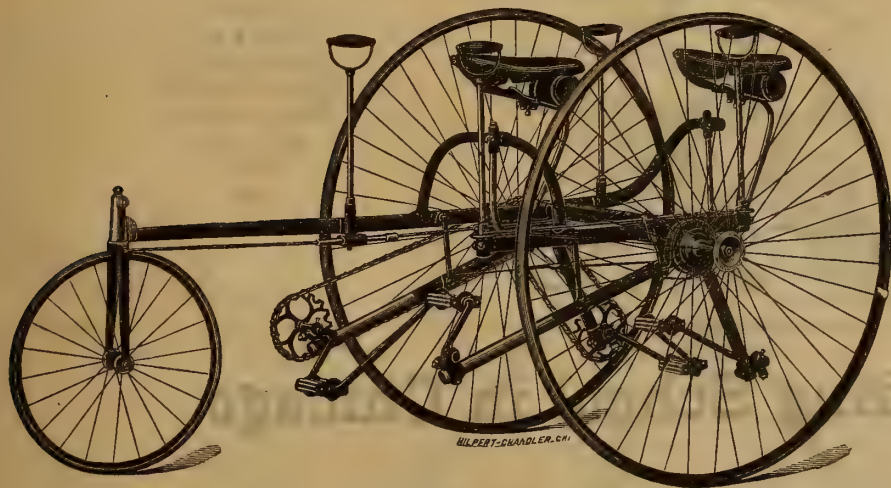
Headers Impossible.

Best Hill-Climbers.



# THE AMERICAN CHALLENGE TANDEM.

The only Tandem Tricycle on the market that is practical on all sorts of American Roads.



Thoroughly high grade, with ball bearings to wheels and cranks.

Price, Standard Finish, - \$180.  
Price, Full Nickelled, - - \$210.

We furnish a child's seat with this machine when desired at \$5 extra.

Our 80 page Catalog, now ready for mailing, is sent free, and described therein is the largest line of Cycles and Sundries ever offered the cycle buying public.

GORMULLY & JEFFERY MFG. CO.,

Chicago, Ill.

**JOHN HARRIOTT,**  
MANUFACTURER OF  
Bicycle and Athletic Medals,  
**CLUB PINS & BADGES,**  
DESIGNS ON APPLICATION.  
3 Winter Street, Boston, Mass.

**PUNNETT,** Merchant Tailor  
& Athletic Outfitter,  
98 & 100 West Ave., Rochester, N.Y.

Use Punnett's Jersey Cloth Garments, and you will always be neatly and comfortably dressed. Club Uniforms a specialty.

Be sure and send for Samples and Blanks.

The "STEADY STAND" for Safeties,

It is about as big as your hand, weighs only three pounds, and sells for 60 cents.

The best Stand for dealers' and clubs' use. Send for a sample.

**KIRK BROWN,**

No. 18 So. Broad St., - - - - Philadelphia

**S. L. HOUSE & CO.**

**BICYCLES**

Psychoor Singer Safety  
Tandem Bicycle, \$200  
Ladies' Psycho, 145  
Gents' Psycho, 145  
Royal Singer, 140  
Singer Safety, 135  
Ladies' Singer, 125  
Apollo Safety, 90  
Courier Safety, 75  
Gypsy Safety, 75  
Wanderer Safety, 35  
Little Jewel, \$12 to 25

Send for catalogue.  
We give you the best  
the price will buy.

38 Van Buren St., Chicago, Ill.

**ERIE KNITTING MILL, Erie, Pa.**

**FRANK FAIRBAIRN, Prop.**

*Manufactures Bicycle and Athletic Goods.*

Our Bi. Jerseys, Knit Pants and Worsted Stockings are the best on the market. We make them to order and to measure. Try them and be convinced.

**TESTIMONIAL.**

BUFFALO, N. Y., Jan. 26th, 1889.

Frank Fairbairn: Dear Sir—Your knit goods have given me the most satisfaction of any bicycle clothing I have tried, the elastic fit giving such freedom to the limbs, and the durable qualities they have shown, make them most desirable. I could not go back to cloth goods, after these, with any comfort. I shall wear them the coming summer, for business and pleasure, and wife says the old pair of breeches she cut down for my boy are the best wearing goods he has had yet; outlasted three pair of cloth ones already, and still going. I wore them two years myself.

Yours,

E. N. BOWEN.

**New "ACME" BICYCLES**  
Rubber Tires.  
Factory Price. Our Price.  
52 in... \$60 00... \$36 00  
50 in... 55 00... 33 00  
48 in... 50 00... 30 00  
46 in... 45 00... 27 00  
44 in... 40 00... 24 00  
42 in... 35 00... 21 00



**SAFETY BICYCLES**  
SEND FOR CATALOGUE.

Small Boys' 20 in. wheels, with parallel bearings... \$16 00  
Large Boys' 24 in., with brake and mudguards... 28 00  
Ladies' or Men's 30 in., ball bearings to both wheels... 60 00  
Ladies' or Men's 30 in., ball bearings ALL OVER... 75 00

ST. LOUIS, E. C. MEACHAM ARMS CO.



One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 144 and 146 Greenwich street, New York.

**PHOTOGRAPHY.**  
Send for our new "Handbook of Photography." MILLER & HOPKINS, 412 Fulton street, Brooklyn, New York, or 4 East 60th street, New York City.

Cycling Photographic Outfits a Specialty.





# THE NEWEST STYLES OF THE BEST WHEELS ON THE MARKET

99  
Star  
Singer  
Coventry  
New Rapid  
Machines  
all on  
hand  
99



99  
Star  
Singer  
Coventry  
New Rapid  
Machines  
all on  
hand  
99

He Rode Against Time.

The only Riding School in Chicago.

Western Arms & Cartridge Co., 49 State Street, Chicago.

## NEW RAPID CYCLES.

We shall again represent the St. George's Engineering Co. in the United States during 1889, and we are now prepared to accept orders for early delivery of 1889 Pattern New Rapid "Safeties," "Tricycles" or ordinary Bicycles, consignments of which are now due,

**THE CLARK CYCLE COMPANY,**  
340 N. Charles Street,  
BALTIMORE.



**Testimonials.**

Owosso, Mich., Feb. 19, 1889.

H. B. SMITH MACHINE CO.

Gentlemen—The bicycle has done extra good work and has been over all kinds of roads without repairs. Yours very truly,  
FRANK J. WOODARD.

WESTERLY, R. I., Feb. 11, 1889.

H. B. SMITH MACHINE CO.

Gentlemen—I am very highly pleased thus far with the 39 inch, as a road machine. It

MARVA, Ill., Dec. 7, 1888.

H. B. SMITH MACHINE CO.

Sir—I have rode a crank wheel for 12 years, but last season I bought a Star; I would not give it for any wheel I was ever on, for all round riding and tricks.

Yours respectfully,

SILAS LONG.

JACKSON CENTRE, O., Aug. 21, 1888.

H. B. SMITH MACHINE CO.

Dear Sir—I can say in regard to the wheel

CHESTER, Pa., Dec. 7, 1888.

THE STAR MFG. CO.

I have been riding a 51-inch American Star for the past few months, and find it a constantly increasing source of pleasure. I am city editor of the *Chester Times*, and find my wheel valuable in reaching suburban points quickly. A friend also began riding a crank when I started in on my Star; has three times broken his handle-bar by headers, while I haven't spent a dollar for repairs to my machine, and it is an old wheel, while his is new.

**THE NEW STAR, 39x24**

is a better hill climber than any machine I have ever before ridden, for all I can see it is just about as speedy as the larger sizes, and I am astonished to find so slight a difference if any, in the jar on rough roads.

Very cordially yours,  
DR. J. HOWARD MORGAN.

(Star) that it is the lightest running, best hill climbing, and speediest wheel I have ever ridden, and I have tried both the "crank" and lever wheels. Yours respectfully,

J. E. MERANDA.

This in brief is my experience with a Star, and though it is of the old pattern I wouldn't exchange with any one of the other fellows. If you wish to use this as a testimonial I have no objections. Very truly yours,

T. W. ENTWISLE.

**1889 Machines Ready for Market.***Catalogue Free. Address***H. B. SMITH MACHINE CO.,**

- - -

**Smithville, N. J.**



Crozer Theological Seminary,  
Chester, Pa.

Feb. 11, '89.

To the POPE MFG. CO.,

Gentlemen:

I enclose my check for the amount of your bill.

I tried the Columbia Light Roadster Safety to-day, and was delighted. I call it a poem. It is a sonnet, it has such unity and finish. Or it is a tune on a hand-organ, it runs along so steadily and merrily. Sometimes I took it for a mesmerized mechanism, for it seemed to know my thoughts without telling, and that is more than most mesmerized subjects can do.

Yours very truly,

*C. H. Johnson.*

**The Famous Rudge Cycles.**

A FULL LINE OF RUDGE PARTS ALWAYS IN STOCK.

**RUDGE REPAIRING A SPECIALTY.**

(Under direction of the Foreman for many years in charge of the Rudge Agency Repair Shop.)

Catalogues Free.

POPE MANUFACTURING CO., Boston, New York, Chicago.



FOUNDED  
THE  
1878

# BICYCLING WORLD

## & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.  
5 cents a copy.

BOSTON, 8 MARCH, 1889.

Volume XVIII.  
Number 19.

OVERMAN WHEEL CO.,  
BOSTON.

VICTOR,  
KING OF SAFETIES.



The VICTOR SAFETY has the original and only efficient Spring Fork in the market. It is the only "diamond frame" Safety made in America.

OVERMAN WHEEL CO., Makers, - - - BOSTON.



# THE POPULAR PREMIER SAFETY

Has been happily named; it has sprung at once into the front rank of popular favor, and orders are coming in for it from all quarters. Many orders? well, we thought we had booked enough Populares to last us some time, will admit, in fact, that we felt a little dubious about its reception. But we underrated your good judgment and beg your pardon for our error. We have quintupled that first order, and now expect to double that, shortly. Perhaps you would like to know why our Popular Premier Safety is so popular. First, because it is good, and second, because it is low-priced. How can it be both good and low-priced? We'll tell you that. Good because the workmanship is honest and material of the best; low-priced because Mr. Hillman's ingenuity has devised a frame which is just as strong and durable as weldless tubing, but is not nearly so expensive. It is heavier than our Special; lightness and strength are the costliest attributes to build into a wheel—together. But it is no heavier than many of the high-priced Safeties, and we guarantee it to be as staunch, durable and easy-running as the best of them. Steel throughout—forged, rolled, cold-drawn. No castings. Diamond frame; hollow curved forks; weldless steel tube handle-bar and steering-rod; adjustable ball bearings throughout; seven-eighths rubbers and butt-ended spokes; handsomely finished in Harrington's Enamel and Nickel. Price, including ball pedals, bag, tools and oiler, \$105. That is why it is popular, both with riders and dealers.

**LLEWELLYN H. JOHNSON,**

401 and 403 Main Street,

ORANGE, N. J.

THE BICYCLING WORLD Co.:

Dear Sirs—As an evidence of the value of the BICYCLING WORLD as an advertising medium, we should like to state that we have received nearly one thousand inquiries about the PREMIER SAFETIES from the four insertions of our advertisement in the WORLD, during February. These inquiries have resulted in an unusually large proportion of orders, and we hand you herewith our cheque in settlement of your monthly statement, well convinced that we have invested in the biggest dividend-paying stock in the market. Yours truly,

Orange, N. J., March 2, 1889.

LLEWELLYN H. JOHNSON.

## The Springfield Roadster Bicycles Hold the World's Records.

|                                               |                                                              |      |
|-----------------------------------------------|--------------------------------------------------------------|------|
| No. 1                                         | Wheel, plain and cone-bearing, 50-inch,                      | \$75 |
| No. 2                                         | " ball-bearing, 50-inch,                                     | 100  |
| No. 3                                         | " plain and cone-bearing, 46-inch,                           | 75   |
| No. 4                                         | " ball-bearing, 46-inch,                                     | 100  |
| No. 5                                         | " ball-bearing, 50-inch,                                     | 110  |
| This wheel has tangent spokes and hollow rim. |                                                              |      |
| No. 6                                         | Wheel, ball-bearing, 46-inch,                                | 110  |
| This wheel has tangent spokes and hollow rim. |                                                              |      |
| No. 7                                         | Volant Safety, 31 and 30-inch diameter wheels, ball-bearing, | 115  |

SPEED,

SAFETY,

1889

Catalogue Now Ready.  
Sent Free.

BEAUTY,

DURABILITY

**SPRINGFIELD BICYCLE MFG. CO.,**

178 Columbus Avenue, BOSTON, MASS.

Headers Impossible.

Best Hill-Climbers.



**SPECIAL.**

All Advertisements in this Department 20 cents a line.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.

**ZOOK, Lititz, Pa.,**

Takes Cycles in payment for books, stationery, organs, pianos and miscellaneous goods. List free. Rare bargains in second-hand Wheels. Will trade a Tandem for a Safety. Advertising taken from newspaper men who wish mounts.

**WANTED**—Bicycles, Rear Driving Safeties, Single and Double Tricycles, Wheels bought for cash, sold on commission, and taken in exchange for new mounts. Will sell 51-inch Am. Star, \$20.00; 50-inch Standard Columbia, \$25.00; 52-inch Standard Columbia, balls, cow horn bars, \$40.00; 54-inch full nickeled Expert, balls all over, \$80.00; Springfield Roadsters, \$50.00 and \$75.00. Send description of what you want to the WHITE CYCLE CO., Trenton, N. J.

**FOR SALE**—ONE HUNDRED BICYCLES, to make room, must go. Call or send for list. HOWARD A. SMITH & CO., Newark, N. J.

**WHEELS**—Pat. Suspension Steel Wheels from 12-inch to 42-inch. Special wheels for Safeties, Tricycles, &c., made to order in large or small quantities, combining strength, durability and cheapness. I. A. WESTON & CO., Jamesville, N. Y.

**EUREKA HOME TRAINER** and Bicycle Stand. Write for particulars. M. A. WOODBURY, Bradford, Pa.

**L. A. W. BADGES,**

For Gold Pins of the Official Design, send direct to

**CHAS. H. LAMSON,**

177 Middle Street,  
Portland, Me.

**Patented.** Price, \$3.50, \$5.00, \$7.00 and \$8.00, according to finish. **Diamond Badges** \$15 to \$50 for the larger pins, and \$10 to \$30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

**LAMSON'S LUGGAGE CARRIER**, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

**Browning, King & Co.**

406, 408, 410 & 412

Broome Street,

NEW YORK.

The Only Official Tailors to  
the L. A. W.

PRICE LIST L. A. W. UNIFORMS.

COAT, \$8.25. BREECHES, \$5.50.

Cloth, \$2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each

**BICYCLE DEALERS,**

Send to HOWARD A. SMITH & CO., Newark, N. J., for '89 catalog and discount sheet. Old list cancelled.

**FOR SALE OR EXCHANGE.**

In this Department, 15 cents a line. Cash must accompany the order.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.

**50-INCH** Springfield Roadster; balls and spades; lamp and bell. \$75. 45 Saunders av., W. Phila.

**QUADRANT TANDEM**; Special Luggage Carrier; unsurpassed for tourists or photographers; excellent order; half price. BRADFORD, 398 Madison st., Brooklyn, N. Y.

**NEW RAPID SAFETY**; fine condition; will sell for \$85. J. T. WILLIAMS, Catsauqua, Pa.

**APOLLO LIGHT ROADSTER**, 52-inch, with cyclometer; cost \$140; fine condition; price \$100. Springfield Roadster, ball bearings all around; good condition; price \$60; owner going abroad. Will exchange Springfield Roadster for Rover Safety. H. C. SPAULDING, JR., Elmira, N. Y.

**FOR SALE**—Rudge Crescent Tricycle; good as new; great bargain. T. A. WALTER, 17 Boylston pl., Boston.

**VICTOR SAFETY BICYCLE**—Perfect order; new last June. W. M. W., No. 19 Halsey st., Brooklyn, N. Y.

**WANTED**—A Victor Safety Bicycle, '88 pattern. Must be in first-class condition and sold cheap. Address P. O. Box 641, Waterloo, N. Y.

**FOR SALE**—Columbia Light Roadster, 53-inch, in good condition. Apollo Safety, also in good condition. Kodak Photograph Camera, new and unused. Will sell above cheap. F. ALCOTT PRATT, Box 339, Boston.

**A 50-INCH** Rudge Light Roadster; balls all around, and in A1 condition; ridden less than 100 miles. Price \$90. Also '50-inch Rudge Roadster; balls all around; in perfect condition; \$70. HUGH OWENS, Quincy, Mass.

**BICYCLE FOR SALE**—Victor, 54-inch; in fine condition; ridden only 400 miles by rider of 8 years' experience. Address F. K. WILKINSON, Syracuse, N. Y.

**FOR SALE**—55-inch New Mail, with Butcher's Hub Cyclometer, all in perfect order. Price \$100. GEORGE B. BRAYTON, JR., 515 Shawmut ave., Boston.

**FOR SALE**—56-inch Royal Mail; in good condition. Butcher Cyclom. Address A. G. COLLINS, 3 Winter st., Boston.

**FOR SALE CHEAP**—A Quadrant Tandem; cyclometer, lamp and chime bells; nearly new and in perfect condition, at a bargain if bought now. For particulars address Box 1369, New Haven, Conn.

**FOR SALE**—Quadrant Tandem Tricycle. D. M. FULTON, 309 W. German st., Baltimore, Md.

**WANTED TO PURCHASE**—A Columbia Tandem. Must be in perfect order and a bargain. Would prefer to give a large musical box in part payment. Address W. H., 680 Broadway, N. Y.

**FOR SALE**—Two Experts, in first-class condition; 56-inch, \$70; 54-inch, \$75. BROWN & GREENLEAF, 96 Brattle st., Cambridge, Mass., Agents for Columbia Cycles.

**52-INCH VICTOR**; run 500 miles; in perfect condition; for sale cheap. A. C. BURNHAM, 4 Plainfield st., Olneyville, R. I.

**FOR SALE**—World Type-Writer. Address FRANK DAMPMAN, Honey Brook, Chester County, Pa.

I WILL positively accept the highest bid on a Columbia Light Roadster; Lamp and Bundle Carrier. List price \$138.25. Warranted A1 condition. Big opportunity. WM. HORCHELER, Rochester, N. Y.

**\$100 WILL BUY** a 58-inch American Light Champion; nickeled except wheels, and only ridden 50 miles. Perfect condition. Address A. D. BOWLEY, care Traub Bros., Detroit, Mich.

**FOR SALE**—A SPRINGFIELD TANDEM, in first-class condition, with exception of tires, which are somewhat cut, but are good for another season. Lady can ride on either seat. Price \$160. E. B. COLEMAN, 4 Liqerty sq., Boston; 11 Wendell st., Cambridge.

**FOR SALE**—One 52-inch Victor Bicycle; nearly new; only run a few miles. Price \$80. Address 25 Park st., Newton, Mass.

**FOR SALE**—Marlboro' Club Tandem Tricycle; in fine condition, and will sell at a bargain. Apply at once to A. O. MCGARRETT, Box 124, Springfield, Mass.

**FOR SALE**—A Columbia Tandem and Light Roadster Tricycle; also Veloce Columbia (Safety); all in A1 condition. G. J. MCARTHUR, 23 Union st., Boston.

**WANTED**—A Victor Safety, '88 style, in good order and condition. Address H. H. BROWN, Wappingers Falls, N. Y.

**BARGAIN**—52-inch ball bearing Standard Columbia, in good order, for \$45. BICYCLE, Lock Box 50, Wappingers Falls, N. Y.

**HUMBER TANDEM FOR SALE**, in good order, low. JOHN F. SIMONS, 611 Sansom st., Philadelphia.

**FOR SALE CHEAP**—Rudge Bicyclette; only run a few times. Call or address "BICYCLE," 20 Forest st., Roxbury, Mass.

**TWO BARGAINS.** A Traveller Humber Tandem, full ball bearings, made by Singer & Co.; late pattern: in perfect order, save that nickel on hubs is a little rusted and tires cut from use on Cape Ann last season. Price, crated, \$130. Also, a 57-inch Columbia Light Roadster Bicycle; good condition; new long cranks and Kirkpatrick Saddle. Price, crated, \$65. Address C. R. D., Box 1362, Boston, Mass.

**A BARGAIN FOR \$105.** 52-inch New Rapid Roadster; new, never ridden. Write for particulars to E. E. HARRIS, Perryville, Ind.

**FOR SALE**—My 56-inch Rudge Light Roadster; balls all round; A1 condition; price, \$40. Can be seen at 6 Berkeley St., Boston, J. W. BADGER.

**150 TICKETS**, at \$1 each, for a special built Humber Tandem, nearly new; weight 70 lbs.; hollow rims. To be drawn March 15th, 1889. E. S. DAYTON, 120 Quinpiac st., Fair Haven, Conn.

**FOR SALE**—54 and 56-inch Experts, '88 pattern; full nickeled; balls all around; only ridden about 100 miles, and guaranteed first-class. Price \$100 and \$105. Address M. M. HEAD, Jefferson, Iowa.

**FOR SALE**—A Swift Safety, in splendid condition; quite as good as new. Cost \$135. Will sell for \$105. A bargain. Address 108, Bicycling World, 12 Pearl st., Boston.



**PREMIER TANDEM SAFETY**—Price, balls all round, including Pedals, \$200; with cone Pedals, \$190. Suitable for Lady and Gent, or two Gents.

W. J. NEWMAN, Harvard Sqr., Cambridge, Mass.

SOLE AGENT FOR BOSTON AND VICINITY.

Also the NEW MAIL CYCLES.

Open Evenings.

## THE Premier Cycles.

Made by  
Hillman, Herbert & Cooper,  
Coventry, England.

Need no recommendation,  
See them and you will be satisfied.

Send 3 stamps for Photo.  
and specifications of Tandem  
Safety, and Special  
Safety, suitable for Lady or  
Gent to ride.





# SINGER CYCLES

VALUABLE NOVELTIES FOR 1889.

\* IN THE WORLD \*

WITHOUT

EXCEPTION.

LARGEST

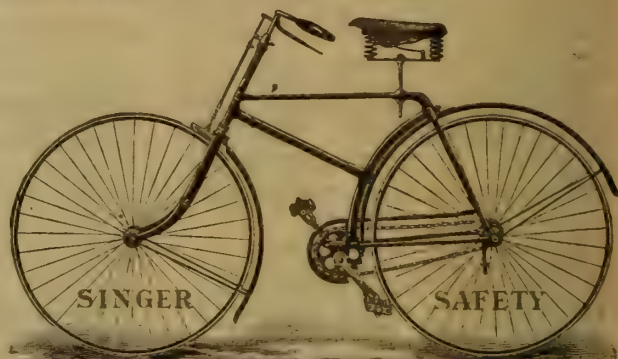
MAKERS

The "Singer" Safety made during 1888 gave entire satisfaction to the thousands who used it.

To our new pattern several valuable improvements have been added, the frame being of improved shape and great strength, and our perfect ball steering included. Also a direct plunger brake of increased power.

We can most strongly and confidently recommend this cycle.

Specification.—30 in. wheels speeded to 57 in. (or 54 in.), patent spring-wired tires (7-8 in. to back wheel, 3-4 in. to front wheel), SINGER BALL STEERING, ball bearings to all running parts, including pedals, weldless steel tube frame, handle-bar and forks, guard to both wheels and to chain, brake, foot-rests, lamp-holder, best combined saddle and spring, spanner, "Singer" ball pedals, &c., &c. Enameled, and with parts plated.



Price \$135.00.

Catalogues will be ready in a few days.

SINGER & CO., Manufacturers and Importers,

6 and 8 Berkeley St.,

- - - - -

BOSTON, MASS.

DON'T FAIL to send for Catalogue of

**NEW MAIL CYCLES,**

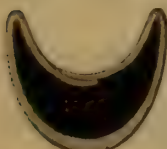
describing fully their specialties.



Trigwell Ball Head.

200 miles without oiling or adjusting. Perfect Rigidity and Uniformity of Steering. Greatest Improvement. Obviates Sensitiveness in Steering. Specially adapted to a Safety.

No other has the Trigwell.



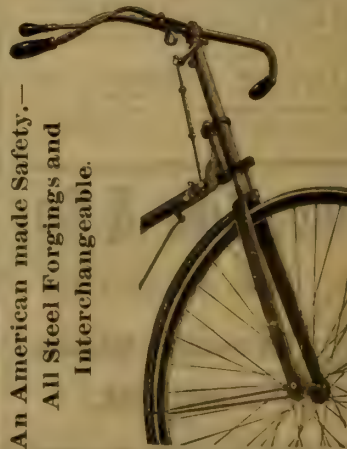
Lapped Inside

No Seam Outside. Thickened Metal at Bottom.

GREAT STRENGTH.



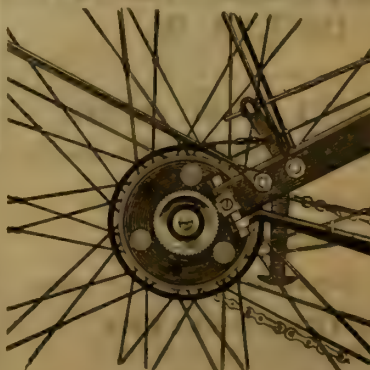
Spring Fork—a direct vertical spring. No yielding of spring sideways, for such throws the rider one side, and causes front wheel to swerve. Excessive spring also is a disadvantage—ours does not interfere with full power for propulsion, as in hill work. Address



An American made Safety.—All Steel Forgings and Interchangeable.

PERFECTLY STRAIGHT FORK.

Best shape to avoid sensitiveness of steering. Front wheel less liable to a sudden turn or swerve.



Rear Axle Band Brake.

The place for a Brake—out of the mud and Noiseless.

WM. READ & SONS, - - - 107 Washington Street, BOSTON.





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League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

## TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the *Bicycling World Co.*

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

## EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 8 MARCH, 1889.

READ that splendid testimonial, on page 306, of Mr. L. H. Johnson, addressed to the *WORLD*. Those figures talk.

THE colored supplements, which we send out this week will speak for themselves. This is the first time, we believe, that the editors of this paper have ever sent out portraits of themselves. We think the likenesses good, so it will be the means of giving our large constituency an idea of what manner of men we are. To those who have never seen us, we would state that Mr. Fourdrinier has control of the steering, while Mr. Dean is shown on the rear seat. As to the likeness of Mr. Garden we think all will admit that it is excellent. As to the mechanical excellence of these dainty water color reproductions, we will allow that to speak for itself.

WE have been advised that the author of that remarkable article printed in the *Spectator*, and which we reprinted in our last issue, is none other than our old friend Page. We do not vouch for the truth of the statement, but it certainly had a Pagerian flavor about it. Who ever the author may be, the article in the *Spectator* just to hand shows how that astute scribe can turn a double flip-flap and come up standing and smiling, pat the backs of the same fellows whom he has castigated, and smooth down the fur that he has ruffled with his rod of wrath.

Mr. Page, or who ever he may be, has a queer notion of what constitutes a panacea for insult offered. His notion may be that you can revile a man one week, and the next week jocosely pass it off as being nothing particularly offensive in his peculiar methods.

The time, however, may come when the "Pagerian" editor will awaken to the fact that the outraged man possesses a heavy hand and a boot of large proportions, well directed.

HEAR what the Providence (R. I.) *Telegram* saith: "The report that a Pawtucket bicyclist ran over three Pawtucket Aldermen is likely to prove damaging to the reputation of wheelmen for good judgment. It is beyond the general knowledge how a bicyclist of good sense could waste his time running over aldermen when the Rhode Island Legislature is in session."

## THE SCRANTON BICYCLE CLUB RECEPTION.

THE splendid new headquarters of the Scranton Bicycle Club were the scene of great festivities on the evening of Feb. 25. Chief Consul Jessup is the President of this club. This paper has, on a former occasion, printed a description and cut of this club house, but a short resume may not be out of place.

The basement, which is entered from Olive street, contains a large room for the reception of wheels; a room for the lockers; toilet rooms; a shower bath; furnace room; janitor's celler, etc.

The first story is divided into a large hall, parlor, reception room and dining room. By the arrangement of the neatly constructed doors the whole floor can be thrown into one room when desirable. The finishing of the building is in light wood, and the handsome mantel that adorns the main parlor is a gift from Architect Duckworth, who designed the club house. In the parlor and other rooms about the house the skill of Draper Hart, of Hull & Co.'s establishment, is manifested in the handsome portieres and other hangings that have been placed in position in a manner to produce the best artistic effects.

Ascending the staircase that leads to the main hallway on the second floor, two cozy card rooms greet the eye at the left. At the end of the hall in the tower over the main entrance, is situated the President's room. This room has been handsomely furnished by Mr. Jessup, the President, who takes a lively interest in the welfare of the club upon all occasions, and has labored hard with the rest of the members to achieve the results. The reading room, with its comfortable leather chairs, adjoins the President's room, and beyond this is the billiard room, which contains two tables. This floor also contains bath and toilet rooms.

Upon the third floor is situated the kitchen, china closet, and a number of bed rooms. The rooms last evening were used in serving refreshments.

Elegant stained glass windows soften the rays of the orb of day in the hallways, and at night the place can be made brilliant from numerous incandescent lights or gas burners upon the beautiful chandeliers about the building.

President Jessup and Dr. Frey, together with the patronesses, Mrs. G. A. Jessup, Mrs. Frey, Mrs. S. P. Hull, and Mrs. J. A. Scranton, received the guests.

After the first hours of the evening had been passed in viewing the beauties of the elegant structure, and after congratulations, the floors of the dining room and parlors were cleared, and those who desired indulged in dancing to the merry music from Bauer's orchestra, which also rendered selections at intervals during the reception.

Guests were present from Boston, New York, Washington, Pittsburgh, Wilkesbarre, Rochester (N. Y.) and other cities.

The officers and members of the bicycle club are as follows: Geo. A. Jessup, President; John J. Van Nort, Vice President; J. A. Spencer, Secretary pro tem.; F. D. Watts, Treasurer; H. C. Wallace, Captain.

## STREET IMPROVEMENTS IN NEW YORK CITY.

THE New York Bicycle Club have sent out already over 3000 of the following circulars to prominent citizens and cyclists of New York State, asking for the signature and that same be returned as per an addressed and stamped envelope enclosed. In the matter of postage alone this has already cost the New York Bicycle Club over \$60. *Vive la New York Bicycle Club, vive la Shriver!!*

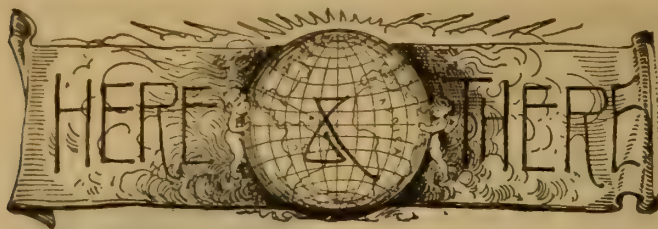
Hon. Ernest H. Crosby, Chairman Committee on Cities, Assembly of the State of New York:

The undersigned gives his hearty endorsement, as a citizen of New York, to Mr. Connelly's Bill for the repaving of the Grand Boulevard with Asphalt, and urges that your committee will give it such favorable consideration as will ensure its passage by the Legislature.

THE report that Sam Sterling, the celebrated hill climber, was burned in the Hartford, Conn., Hotel, was not correct. Mr. Sterling is alive and happily, unburnt. He will be in Boston this Spring and will beat his own record for climbing Corey.







## CHICAGO.

## THE "STROLLER."

MR. GARDEN'S annual dinner to talk over the Pullman road race, is a thing of the past. The following wheelmen were fortunate enough to receive the coveted invitations: Miles, of the *Referee*, formerly known to wheelmen as "the Looker-on," and generally believed to be the "Stroller;" W. C. Thorne, the "author;" Van Sicklen, the old war horse; Sieg, the truthful; Davis, Skinkle, Randall and Street, schemers and politicians; Hosford, the cycling capitalist; Ingalls, the festive; and Roberts, Harris, Irwin, Mason and Frost; and it is needless to say that at the roll call all were present. These dinners have become famous, owing to the entertaining powers of Mr. Garden and his better half, and if you have attended one or heard your fellow cyclist describe one, you need no urging to accept an invitation, provided you get one. The "Stroller" would have liked nothing better than to have been present, but, alas, the invitation that he longed for never came. By a little judicious pumping of some of the fortunate I have succeeded in getting the following account of the occasion: Before the edibles had been disposed of almost two hours had elapsed. The last toast had been proposed and responded to, chairs were pushed back, cigars were lighted, the identity of the "Stroller" was discussed, and finally a ballot taken resulting as follows: Garden 13, Thorne 1, Hosford 1, Miles 1. Garden immediately collapsed, and after recovery especially requested not to publish the same, as he would not have St. Louis know it for anything. A shade of relief passed over Skinkle's classic countenance, while Sieg smiled sorrowfully, and Davis and Street nudged each other significantly. A game of billiards between representatives of the Lincolns, Illinois and Chicagos resulted in a victory for the Lincoln man. Then music and smoke mingled in delicious harmony, as it were, until the hour grew late, when the third annual Pullman road race was discussed in an informal way, until train put an end to everything. A unanimous expression of thanks having been given to host and hostess, the annual dinner was over.

LUMSDEN has been on the sick list for a week or so, but is once more able to attend to business.

THE Lincolns' raffle netted the club some four hundred dollars. Fairclough won the New Mail bicycle.

CONKLING and Garden seem to be unusually sarcastic about each other. Would you know the reason? Ask Riggs.

ABOUT a hundred couples attended the masquerade ball of the Æolus Club. All the other clubs were well represented.

IN the social line the Chicagos, Lincolns, Illinois, and in fact all the clubs have kept up a continuous round of social events.

I UNDERSTAND Miller is experiencing a little difficulty in getting the Exposition Building for his tournament, and that he may have to secure other quarters. I hope not, for the Exposition Building is the only desirable place.

A CORRESPONDENT, called "Observer," tells me that Temple never was a member of the Chicagos, honorary or otherwise. If memory fails me not Temple was made an honorary member of the old Owl Club, afterwards the Fort Dearborns, who consolidated with the Chicago Bicycle Club, forming the Chicago Cycling Club, thus making Temple an honorary member of the Chicagos to-day, unless some action was taken by the club in regard to the same. What say you now, "Observer?"

THE Chicagos now have a smoker every Saturday night, with a light lunch. They also had what they were pleased to term a New England dinner Thursday evening, followed by dancing, etc. Pumpkin pie, baked beans, brown bread and doughnuts were there in plenty, and other representative dishes of New England. The ladies were dressed in Martha Washington costume. And say, did you notice Randall at the supper table? He was not alone, either, "but for goodness don't say I told you."

WHAT does the Illinois Club think of "Observer" and his description of Sauer? Thus spaketh Miles: "Nobody has yet replied satisfactorily to the *Referee's* offer to send the paper for one year to

anyone who would reveal and prove 'the Stroller's' identity. Meanwhile the rascal continues to make faces at us all, and to prove himself the best correspondent Chicago has yet had. By the way, an attache of this paper has been accused a dozen times recently of being the guilty one. We take this opportunity of assuring all interested that he is not." Thanks for the compliment, friend Miles. But are you sure that an attache of your paper is not "the Stroller."

## PORKOPOLIS NOTES.

## "STAR."

IN the column and a half which "Hawkshaw" takes to tear to pieces a so-called surgical report in the Cincinnati *Enquirer*, he speaks, among other things, of his "profound regret at having, through force of circumstances, been temporarily forced to poach on the sacred precincts of Porkopolis." The article in question was so full of misstatements, whose inaccuracy was patent to even the non-medical mind, that your correspondent did not believe they would have any effect on League members, and so did not dignify it by mentioning it in his notes; but, lest it might have some effect on the non-cycling mind, he wrote a criticism on it which he gave to the wheel editor of the Cincinnati *Commercial Gazette*, but which was cut out by the city editor, whether on account of deficiency in style or to make room for advertisements, your correspondent knows not.

QUITE a number of ladies in Cumminsville have the bicycle fever. Some seven or eight machines have been ordered. That number will no doubt be considerably increased before the season's close, and a ladies' bicycle club be among the probabilities.

A NEW cycling firm is in the field. It is composed of Billy Miles, the "Mascot," and Bert Kitchell. They will handle the "Warwick" machines, and expect to make 'steen thousand dollars before the season closes. If there is anything in a name the "Mascot" ought certainly to bring good luck to the firm.

THE Young Men's Gymnastic Association is to give an entertainment on the 16th inst. to raise funds to fit up the grounds they intend to secure. The track they intend to build will soon be a certainty. We will then be able to have a series of races every season, which, with our present facilities, we have not been able to do.

THE six weeks of bad weather we are having, because the ground hog was said to have seen his shadow, will soon be past and the riding season of 1889 will be on. In anticipation of its advent the boys are beginning to oil up their cyclometers, clean the dust and cobwebs out of their "ka-meer-as" and hunt up their luggage carriers.

THE *Wheelmen's Gazette* seems to be edited by a pair of shears. The editor, however, does not have the courtesy to give the proper credit for his clippings. Perhaps it is due to ignorance, or perhaps it is through fear that such a course would reveal the woeful paucity of original matter in his paper. He has foraged on Porkopolis notes several times and has never given due credit.

## NEW YORK.

## "HAWKSHAW."

PRESIDENT SHRIVER, of the New Yorks, has got himself placed in rather an embarrassing position, through having protested, in the name of his club, against the improper macadamizing of 72d street. Now be it known that Mr. Shriver is like most all wheelmen, an enthusiastic road improver, and like all the balance of the confraternity, is an excellent discourses and essayist upon the proper theoretical way to construct roadways. Now his practical experience as an actual builder or supervisor of road making, is in an inverse ratio to his theoretical knowledge, and he finds himself placed between the "devil and the deep sea," through having been invited by the President of the Park Board to supervise the new macadamizing of 72d street. He can't decline the offer after all the learned objections he has raised against the contractor's method of building the part already laid, neither can he confess that he has not the practical knowledge necessary to supervise its building by anyone else. Now here is a splendid chance for that great slumbering infant, "the Roads Improvement Association." Why don't they furnish an expert engineer, who, in the name of the R. I. Association, could see that this macadamizing is properly done? Here's a chance for something practical. Let's see if they will take advantage of their opportunity.

I SAW Frank White, of Spalding's, the other day, and he laid before me a plan of an athletic and wheeling conquest of the globe that fairly took my breath away. He is planning taking a party of American racing men and athletes around the world, following somewhat in the footsteps of the recent base ball party. At convenient, and, I dare say, some inconvenient points, too, athletic games and cycling races will be held. Time limits for each event will be



set, and all capable of performances inside of them will become eligible to membership in the party, with the understanding, however, that when San Francisco shall have been reached only such members shall proceed further as have demonstrated in the games that will have been played in every city, between Boston and the Golden Gate, that they are competent to repeat under any circumstances the performances that first brought them into the team. From the time a racing man or other athlete becomes a member of White's party, until he has been round the world and is once more landed in his home, not one cent of expense will he be called upon to pay, training, hotel, travelling and sight seeing expenses all being defrayed by Mr. White. When one hears Frank, with his brilliant word painting, discourse upon this trip it just acts upon an impressionable old man like I am very much as a dose of hashish is credited with doing upon the brain of one of its Eastern devotees. But anyway it's a great scheme, this painting of a strip of American athleticism around the world, and I know no artist capable of undertaking so large a contract except this same Frank White. I forgot to say I am going into training to get a position on that team, and if friendly scorers and proper clocks will get me there, you can count on having a correspondent along with the aggregation, who will keep you posted from the inside.

WELL, the grand and lofty tumbling that they call racing was a sight to see at the games of the N. A. A. A. on Saturday evening, in Madison Square Garden. Out of fifty-eight candidates for coroners' and surgeons' attention, forty-one faced the starter, and fallen wheelmen were strewn around the track "thicker than leaves in Valambrosia." After the exhibition of falling off and getting on again had been continued for some time, to the great edification of the audience, it was announced that the Kings County Wheelmen, with fifteen entries, had succeeded in winning the mile and a half race, with R. W. Stevens, from 110-yard mark, in 5m. 37s.; J. W. Shofer, Brooklyn Club, 65 yards, second; and E. A. Powers, Harlem Wheelmen, 95 yards, third.

## LOS ANGELES.

### "VINDEX."

It is midwinter, according to the almanac, but it requires a most violent stretch of the imagination to fancy that it is not rather midsummer, in this glorious country of Southern California. Before your correspondent lies an Eastern paper, containing dire accounts of blizzards and snow storms, with the suffering unavoidably incident to such things. As I read of trains snowed in, of men freezing to death, of children starving, the wonder grows that any one with a few dollars, or even a person able to walk, should remain long in such a region, when but a few days' journey to the West is a country where the breezes are balmy, where flowers and trees are a-bloom, where the earth is covered with her lovely dress of green and gold, and where suffering from heat or cold is practically unknown. This is a midwinter day. Come, you fugitive wheelmen from the frozen East, and take a spin on your faithful steed with me into the country, to Pasadena, the crown of the far-famed and beautiful San Gabriel Valley, or to Santa Monica, the seaside resort of the Pacific coast. The morning air is clear and balmy; the odor of millions of flowers is wafted to the nostrils; on every hand the lusty growth of grain and grass testifies to the entire absence of any such thing as winter, viewed from an Eastern standpoint. The rose, the camellia, the geranium, the heliotrope are in bloom, and the perfume rivals that of Araby the blest, or the spicy breezes that are supposed to "blow soft o'er Ceylon's isle." If this is not Paradise, there is not such a place, and the word is a misnomer. What think you, Eastern wheelmen? Where is the jibe and covert sneer at the "glorious climate?" That may be a hackneyed phrase, but "it goes, it permeates," as Louis Harrison says in "The Pearl of Pekin," or what other words could express the truth? Glorious! Aye, thrice glorious is the climate of the Golden State, and at no time are its glories so manifest as at the season when the rest of the country is bound in icy fetters.

LOS ANGELES indeed is an ideal place for the wheelman. In no place in this grand country can he mount his wheel as many days in the year as he can here. Then, besides, the roads, as a general rule, are fine, and make excellent wheeling. The scenery is especially fine among the canons of the Sierra Madre mountains, or in the valleys. The grand boulevard to Santa Monica, the seaside resort, is to be constructed, which will be one hundred feet in width, passing through the grounds of the Soldiers' Home, now in process of construction. The improvement of the highways is being agitated by people and press. The sentiment is good roads, and this is extremely gratifying to the wheelmen here. Los Angeles will soon become a well-paved city, the principal thoroughfares now being paved with asphaltum, as well as the residence streets.

THE number of wheelmen in this city is extremely hard to name, not even the various agencies knowing the approximate number of

the riders of the wheel. It is safe to say there are not less than 1000 here. Notwithstanding this great number the club (the Los Angeles Wheelmen) is few in numbers, and very much handicapped by small and incommodious quarters. There is no plausible reason why the club should not be located in large, handsome and attractive quarters, which can be obtained on residence streets, and quite near the business centre of the city. There is ample material for a good, strong and progressive club here in this city, and is a "consummation to be devoutly wished for" by the many devotees of the wheel here. True, these innovations cannot be gotten for the mere asking, and there is a large class of wheelmen who would be found willing to "pungle up" the necessary filthy lucre for increased comforts and conveniences. (Note—Mr. Editor: "Pungle up" is a California word, meaning to bring to the surface. Sabe?) It is to be hoped wheelmen will take some action in the matter.

THERE are quite a number of ladies in this city who ride tricycles, and in a future letter I will write of them in extenso. A number of ladies' bicycles and tandem bicycles will, no doubt, be brought here to meet the demand for this type of machine.

## DENVER.

### "OCCASIONAL."

success had turned his head.

WILL SPERRY, of Campaign, Ill., is now a resident of Denver. Mr. Sperry, since seeing our roads, said: "I don't blame Mr. Hopkins (he who rode from here to Ohio) for calling our Illinois roads bad. You have, without a doubt, the finest natural roads in the country."

"BOURBON" (Kentucky) will be pleased to hear of the addition of H. K. Lamb and Prince Wells to our ranks, from those of Louisville Old Rye (beg pardon, I meant Bourbon)! may be interested in the fact that Chief Consul Beddo rides a safety now, and therefore attempts no stand still story on us. As for J. L. Gard, if we should catch him, at some un"gard"ed moment, trying to trick us in the manner mentioned, his name would be "Mud," a regular mud G(u)ard, in fact.

THE first annual ball of the Social Wheel Club took place at the Chamber of Commerce on the evening of Feb. 20th. The hall was prettily decorated with wheels and streamers of the club's colors. The majority of the ladies present wore the red, black and old gold (club colors), while each member of the club wore a rosette of the same. Two hundred and fifty couples danced to the splendid music of Denver's best orchestra until 3 A. M. Financially it was a great success; socially, the event of the season.

AMERICUS—a merry cuss, indeed! It pains me deeply to have to raise objections to the utterings of such a jolly individual, but right is right. The above named gentleman would have the readers of the B1. WORLD infer that the feeling between the Ramblers and the Social Wheel Club is very bitter, whereas, the only bitterness between them is the difference of opinion as to their relative riding abilities, a subject that should not, nor do I think it does, affect their sociability. At any rate I think that the time is not very far distant when the difference of opinion mentioned will be settled on the road (not on paper). Once more and I am done. Americus is no doubt a new arrival (I won't say tenderfoot) from the East. If he were not, he would know better than to put Denver in the cowboy district. If he were not, he would have omitted all reference to the "wild, windy and whooper-up, woolly West." I have noticed that the majority of Eastern writers—excuse me, journalists—never fail to mention the West in words to the effect of those quoted.

## NEW HAVEN.

### "ELM CITY."

THE first club run of the New Haven Bicycle Club of the season was called by Captain W. F. Perkins on February 22, 1889, "Washington's Birthday," to ride out to Lake Whitney, about two and one half miles from the city. With skates, eighteen of the members of the club showed up, with club suits and wheels, and as the roads and skating were good a fine afternoon was enjoyed.

THE season opens very encouragingly for cycling here; new mounts are being ordered already. We have two concerns here in the bicycle business, E. C. Bennett and the Wm. M. Frisbie Co., and both report a good business and prospect of good trade in 1889 wheels. A great many wheelmen have ridden all winter, as we have had no snow, and others are fast getting out their wheels this spring weather.



TWENTY of the members of the N. H. Bi. Club composed a theatre party that visited the New Haven Opera House, to see "The Cosair," which was well put on by one of Rice and Dixey's Companies. The scenery was very fine, especially the court yard scene in the second act. The boys were all captivated by the pretty faces and forms of the girls in the company.

A VERY enjoyable Smoker was held in the club rooms Thursday evening, Feb. 28th. There was an attendance of members and friends of eighty, and the following very taking programme was given: Selection by Mowers' Orchestra, which gave several others during the evening; tumbling, by Morgan brothers; clog dancing, by Bowman; a very interesting exhibition of mesmerism, by Prof. L. J. Parsons; sparring, by Hayes and Comers; cornet solo, by John Moxley; comic song, by C. E. Larom. There was plenty of refreshment for the inner man, and the punch looked tired when it was time to go home. We intend to hold these smokers during the coming season, and the New Haven Bi. Club will be a good place for any fellow that wants to enjoy himself with a crowd of nice companions.

## ST. LOUIS.

### "LINNEUS."

REPRESENTATIVE WARNER'S anti-cycling bill has been the chief topic of conversation at the clubs the past week. E. N. Sanders tells a story which I think has a bearing on this bill. He says that when he and two other companions were coming in from Ballwin last May, they encountered a loaded hay wagon, going in the same direction, the driver of which was asleep and was sitting on the double tree of the vehicle. Two of the men passed him all right, but when the third man came up the mules shied and ran off of the road into a telegraph pole. The shock threw the driver off the team, and he was dragged some distance before the cyclists stopped the team. On examination it was found that the driver was slightly hurt, and, at the request of Sanders, went to a doctor near by, who pronounced the injury not serious. The teamster then remounted his wagon, and thanking the cyclists for \$1 paid him for hay lost drove off. While all this was going on a loud-mouthed politician (whom S. afterwards was told was Warner) drove up and denounced the wheelmen in unmeasured terms. He cursed them roundly, and finally wound up by threatening to have them all arrested, etc., but seeing the farmer remount his wagon he contented himself with taking their names. He afterwards made political capital out of the story to catch votes at last fall's election.

SECRETARY BASSETT made a good point when he stated that the League hotel privileges should be extended to League members only, and not to every Tom, Dick and Harry. This hotel privilege is a big argument in getting new members, and the lines cannot be drawn too tightly on this account.

I WAS sorry to hear that Mr. Walter Williams has laid down the editorial pen and accepted a more lucrative position at the Jefferson City "pen," as bookkeeper. The *Advertiser*, under his management, has done more than all the country newspapers combined to convince people of the great need of road improvement.

A COPY of the anti-bicycling bill was obtained through Senator McGuinness, and is now in the hands of C. C. Brewster, who has taken strong steps to head the bill off, and who will go to the capital with others to protest against it. Senator McGuinness says: "I don't think it will pass. I certainly shall not vote for it, nor consent to its passage by my silence." Hurrah for McGuinness.

HERE are some gems from the pen of Editor Williams, of the Booneville *Advertiser*: "God made the country, man made the town," but the devil made the Cooper County roads. The kind of a road law that Missouri wants, needs and must have, in order to make highways out of hog-wallows, is a law that will provide for "cash taxes, skilled labor, intelligent and scientific supervisions."

THE prizes, offered by the Missouri Bi. Club, to the value of \$10 to first and \$5 for second, to be given the members bringing in the greatest number of members, have stimulated recruiting to some extent, and at the next meeting some six applications for active membership will be acted upon. The Cycle Club will also act upon a number of applications at its next meeting, and will fire a lot of delinquents unless they pay up in the meantime.

THE Missouri's committee, consisting of Messrs. Andrew, Stone and Brown, who were appointed to look around for grounds suitable for a cycling track has acted promptly, and I hear that through Geo. Andrews they have made an arrangement with the St. Louis Gun Club to construct a three and one half or four lap track on their grounds. The matter will be brought before the club at Tuesday's meeting, and I hope will be favorably acted upon, as a series of cycle race meets will be sure to boom cycling in this town.

THE Board of Officers at their recent meeting levied an assessment of fifteen cents per member. This is certainly all right as the League must have funds to carry on its good work, but, in 1887, when the League was better off financially than now, the Missouri Division donated half of the balance remaining of the League meet fund to the National Treasury. Last year a certain division had double that sum left. Did they come to the aid of the national organization and donate half of it? Not much. Well, we can't expect all divisions to be like Missouri.

## BUFFALO.

### "MERCURY."

Last evening (Feb. 27) the Ramblers Bicycle Club numbering between 30 and 40 attended the Star Theatre to honor Miss Marie Jansen as "Nadjy" in the opera of that name. The boys attracted no little attention as they sat in the first rows attired in full dress with a neat bow of the club colors [blue and white] upon their manly bosoms. The colors were worn by all members of the company; when cute Marie appeared she was greeted with tremendous applause: she was also presented with an elegant basket of flowers, also bearing the club's colors, acknowledging the same with a pretty bow and irresistible smile that made the boys' hearts thump with unusual rapidity, each claiming the smile was meant for him. In answer to my query she said: "I am no bicyclist from lack of time and opportunity, not desire."

WELL, Wirtner and Hughson have bid us good-bye, and are now on their way to the far, far West. The club's best wishes go with them. "Chonny" will keep the boys posted, with a monthly letter, as regards cycling out that way.

"ANDY" PRENTISS, our mechanical genius, is constructing a tandem for himself, which, he claims, will be a "hummer" hard to beat. Andy rode a wheel of his own make all last season, and he didn't take a back seat for anybody.

THE Ramblers are thinking of renting the upper floor of the building they are now in, for a gymnasium.

MR. BOWEN rides his safety, rain or shine, hail or snow; his wheel knows no vacation.

## SYRACUSE.

### "SALINA."

LONG trips will be the rule with the Syracuse cyclers this summer. Already a party of four are planning to ride from Albany to Boston. The ride from here to Albany is dreary and tiresome, as was experienced by two of our men last summer. However, club runs will be held every week, or oftener if practical, and Camillus, Liverpool, Fayetteville and other suburban towns will be imposed upon.

CAPTAIN WOOD, of Albany, and Mr. Putnam, of Rome, spent last Friday evening with us.

HOWARD AVERY says: "It's just like dis wid us! see? Dere was tree of us! see? An' we slid on de 'Renwick' bobs and took de tird prize! see?"

A BENEFIT concert will be held in Music Hall on or about March 20 by the Cycling boys. The club will be assisted by our best local talent, which insures all attending a pleasant evening.

OUR billiard room will soon be graced with a new Benedict "Central City" combination table. The sharks will then have an excellent opportunity to show their skill, and will arrange for a tournament to be held at no distant date.

AT a dinner party recently we heard Charlie Wood explaining to a lady the advantages of cycling, and lauding our club in royal style. He is very much in love with wheeling and has several dates for rides with numerous lady friend, on his Columbia tandem.

CAPTAIN CHAPIN proposes to make our club rides and drills things of beauty and joys forever. The honest Captain is very much infatuated with "order," and is doing his prettiest to enthuse the boys with his pet thought. Lead on, Winnie! and, like "Rats," in "A Tin Soldier," "you'll get there."

## NEWS

### AND COMMENT.

WE are in receipt of two most valuable little pamphlets for cyclists' use. One is the *Sporting Life* Companion, the cycle record department being compiled by Mr. H. H. Griffin, official handicapper. Another book, the *Cycle Record*, is a record of cycling celebrities, clubs and general information. This is also edited by Mr. H. H. Griffin. Both books are a valuable addition to our library.

OUR special edition will be issued on the 29th of March.

"TRUTH:" We never notice anonymous charges or communications.



# THE EAGLE BICYCLE.

THE WHEEL OF '89.

A Practical Rear-Driven Safety, without Sprocket Chains,  
Levers, Clutches, or extra friction of any kind.

AS LIGHT AS THE "ORDINARY."



BALL BEARINGS EVERYWHERE.

SIMPLE DIRECT CRANK MOTION.  
No Complicated Mechanism to get out of order.

The "Eagle" is a wheel of the highest grade, both in quality of material and finish. It is built entirely of steel, either forged or drawn. We Guarantee every machine, and will replace without charge any part returned to us within a year which shows signs of imperfection in material or workmanship.

All letters of application and inquiry which have been written us will be duly answered. It has been impossible for us to reply promptly to a correspondence of over five times what we anticipated.

Agencies for the EAGLE are now being established with the leading dealers in many of the principal cities and towns, and machines will soon be on exhibition and sale at their places of business. Also a full line may be seen at all times at our central office at Stamford.

LARGE ILLUSTRATED CATALOGUE FREE.

**THE EAGLE BICYCLE MFG. COMPANY,**  
STAMFORD, CONNECTICUT.

4- Mention this paper.



## Our 1889 Catalogue

will be issued on March 1st, and will include all the latest Novel-  
ties for the coming season.

*Send your name and address and a copy will be mailed free.*

A Sample of our new Ladies Swift Bicycle can be seen at our Show Rooms,  
**239 COLUMBUS AVENUE.**



**THE · COVENTRY · MACHINISTS' · CO., · LD.,**

**239 COLUMBUS AVENUE,**

**BOSTON, MASS.**

## NEW RAPID CYCLES.

We shall again represent the St. George's Engineering Co. in the United States during 1889, and we are now prepared to accept orders for early delivery of 1889 Pattern New Rapid "Safeties," "Tricycles" or ordinary Bicycles, consignments of which are now due,

**THE CLARK CYCLE COMPANY,**

**340 N. CHARLES STREET.**

**BALTIMORE.**



ADVERTISERS, take notice; send in copy and contracts for our big edition of March 29th.

BIDDEFORD, Me., will be the place of meeting for the Maine Division on the 30th of May.

STILLMAN G. WHITTAKER has arrived in this country. On landing, he at once left for Chicago.

PAGE, of St. Louis is a veritable Don Quixote. In place of the "windmills" put "rings," and the simile is complete.

W. A. ROWE has settled down into the prosaic life of a grocer. We hope he will make a "record" in his new business.

WELL done, New Jersey! A road bill on approved lines is almost an assured fact. The bill passed the Senate having only three dissenting votes.

OMAHA, Neb., will have a cowboy, cyclist contest for six days commencing April 1st. Two cowboys, 20 horses vs. three cyclists and cycles *ad lib.*

THE Manchester, N. H. Bicycle Club and the Nashua Bicycle Club fraternize very agreeably. They exchange courtesies and entertain each other by turns.

A RUBBLE pavement is to be put down on the Moorestown, N. J., Pike from Camden nearly all the way to Merchantville, and the wheelmen are much disgusted.

A. W. Stevens, the brother of Thomas Stevens takes rather a pessimistic view of the great travellers chances of ever getting out of Africa alive. Let us hope that his fears will prove unfounded.

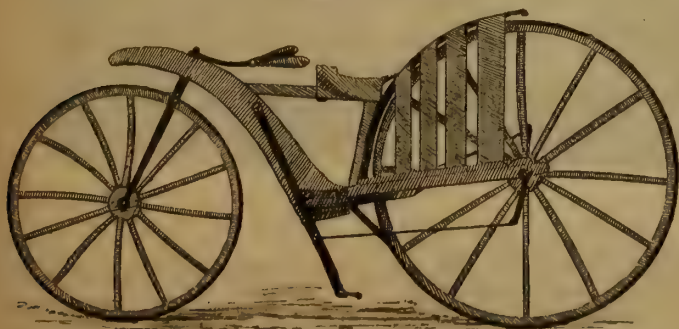
THE fifth annual dinner of the Citizens' Bicycle Club, of New York, was held at Clark's Twenty-third-street restaurant last evening. Guests were present from Boston, Philadelphia Washington and other cities.

THE thieving of bicycles has become such a grave question in England that it has been a strong factor in bringing into existence the Cycle Agents' Protective Association. This association has already been instrumental in the discovery of fifteen stolen machines and the capture and conviction of two habitual cycle thieves.

STRANGERS visiting Troy, N. Y., are struck most unpleasantly with the fact that street signs are apparently unknown. A stranger visiting Collar and Cuff town the other day nearly got lost because of this deficiency and parsimony of the city authorities. Troy is usually looked on as a "lively, wide awake town," but this does not indicate it.

THE roads question is being vigorously discussed in New Orleans, and the *Picayune* and *Democrat* both are training their heaviest guns in favor of some concerted action and legislation. We are pleased to be able to trace to the wheelmen of the L. A. W. a large share of influence which has brought this question up so prominently before the people of Louisiana.

A BROOKLYN, N. Y., paper prints the following: "A New York wheelman is having a rear-driving safety built to his own specifications, the feature of which will be an attempt to avoid steering sensitiveness. This he expects to accomplish by having the front forks curve upward or outward instead of downward and, running out beyond the centre of the hub of the front wheel, connect with it so that the wheel will drag instead of being pushed. He claims that this will secure to the bicycle a castor principle and that his object will be accomplished. We believe this plan has been tried years ago, but a patent has been applied for."



"THE ORIGINAL BICYCLE."

We have referred before to a machine made in about the year 1845, by Galvin Dalzell, a Scotchman. The above cut shows the machine and is a reproduction from the *Scottish Cyclist*. The driver is 40 inches and the steerer 30, both iron shod. The general delicacy of the mud guard and frame work will be appreciated. It, however, is a most interesting relic.



amined them are loud in their praise—an unusually handsome wheel and with the good points described in the New Mail catalogue. It is a high grade safety sure, and very heavy orders are reported for it.

#### THE OLD BOSTON BICYCLE CLUB.

Editor *Bicycling World*: In your last issue, speaking of the Town Club, you say "with which the old Boston Club is now amalgamated." This, while not positively untrue, may convey to some of your readers an incorrect impression. Permit me, therefore, to explain, that the Boston Bicycle Club has not amalgamated with any pre-existing organization, but that its associate and active members have combined in the organizing of an entirely new corporation, known as "the Town Club of Boston, Mass.," a purely social and literary organization, with "the encouragement of ath-

an increase, but a good index as to the increase of the business. Up to within a short time the capacity of the works was 700 men, but finding the demand still growing, great additions were lately added and now the Coventry Machinist Co. have 1000 hands, all busily engaged in turning out cycles of all descriptions. Every part of the machine whether bicycle, tricycle, tandem or carrier, is manufactured on the premises. The huge shops are full of machinery, and some of the processes are as remarkable as they are interesting. The works are well appointed, the utmost care is exercised by the management in matters of detail, and the operations which follow one another in rapid sequence from the time the raw material is first dealt with till the perfect cycle is produced are most conscientiously performed.

The accompanying engraving will show more plainly than any words, the size and possible capacity of the Coventry Machinist's Co.'s factory must be.

MR. GEO. HENDEE is permanently located at Stall's headquarters on Tremont street. Mr. Hendee brought a Psycho tandem over with him. It is the identical one that was shown at the Stanley. It is worth a trip to Stall's to see it.

MR. ROSS of Singer & Co. has placed at our disposal for a thorough trial, a Royal Safety. It will give us pleasure to test the machine under as many conditions as possible and we shall be pleased to give the results of our experience.

THE Victor catalogue is now out and as usual is a beautiful specimen of typography as well as being a valuable hand book of the Victor specialties and a complete price list cyclist sundries.

THE Warwick Cycle Company are more than pleased at the way the orders are coming in for their machines. The company is prepared to meet the great demand even to the extent that is expected by them.

In order to supply the demand for ladies' safeties, the Overman Wheel Co. will import several of the best English machines of this type and will sell them direct and through their many agents for \$115 each. It was stated in these columns last week that these wheels would be ready for delivery April 1. We are now informed that this was an error, as they are now ready for delivery. We also stated that the importations would be confined to the Rover, this also was an error as they will import several of the best makes.

ON Saturday, the 2, inst. at Madison Sq. Garden, in the mile and a half race, not only the first and second prizes, but also the third were taken by Columbias.

THE first lot of New Mail Safeties has come out of factory this week and are elegant machines certainly. Wheelmen who have examined them are loud in their praise—an unusually handsome wheel and with the good points described in the New Mail catalogue.



letic exercises" tacked on to its charter. Membership in the "Town Club" is controlled in the same manner as in similar organizations elsewhere, but active membership in the Boston Bicycle Club is only open to members of the "Town Club." As a result, the dues of the old Boston Club are now merely nominal, their social facilities—as members of the "Town Club"—are greatly enhanced, and their cycle enjoyments and privileges are increased rather than diminished.

As a member of the old Boston Club I am anxious that wheelmen

everywhere should understand that it still retains the place at the head of the list of active wheeling organizations, which it has occupied since that memorable day when, in 1878, it started the wheel a-rolling in this country. That it will ever relinquish this proud position, I cannot think there is any great danger. Certainly there is not the slightest intention on the part of its present members that it should do so, whether by "amalgamation" or any other process.

FRANK W. WESTON,  
Secretary the Town Club.

## THE KODAK CAMERA---FOR WHEELMEN.



Price, \$25.00.

THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and pressing a button.

One Hundred instantaneous views may be made without reloading, and a knowledge of photography is unnecessary. The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The "Kodak" is an article which every wheelman should possess, and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO  
ROCHESTER, N. Y.

## Good Live Agents Wanted

In every town where these wheels are not already represented. Correspondence solicited

GORMULLY & JEFFERY'S

American Champion Bicycle, American Light Champion Bicycle.  
American Rambler Safety, for either Lady or Gentleman.  
American Challenge Bicycle. American Ideal Bicycle.  
American Ideal Rambler Safety, for either Girl or Boy.  
American Ideal Tricycle. American Challenge Tricycle,  
AND SUNDRIES.

MERWIN, HURLBERT & CO.,  
GENERAL AGENTS,

26 West 23rd Street, - - - NEW YORK.

## TIME PAYMENTS.

Write to us for information in regard to the installment plan. New or Second-hand machines sold on the above arrangement.

ST. LOUIS WHEEL CO.,

311 N. 14th St., - - - St. Louis, Mo.

The "STEADY STAND" for Safeties.

It is about as big as your hand, weighs only three pounds, and sells for 60 cents.

The best Stand for dealers' and clubs' use. Send for a sample.

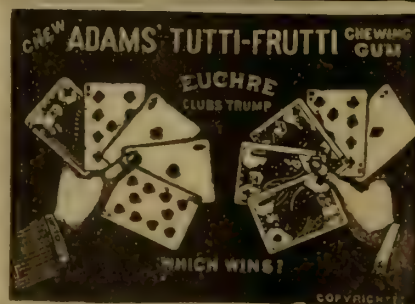
KIRK BROWN,

No. 18 So. Broad St., - - - Philadelphia

PUNNETT, Merchant Tailor  
& Athletic Outfitter,  
95 & 100 West Ave., Rochester, N.Y.

Use Punnett's Jersey Cloth Garments, and you will always be neatly and comfortably dressed. Club Uniforms a specialty.

Be sure and send for Samples and Blanks.



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street, BROOKLYN, N. Y.



## REPAIRS.

We have the only complete

## Bicycle Repair Shop

In New York State. To the usual equipments required in doing a first-class Bicycle Repair Business we have lately added a large

## ENAMELING FURNACE,

Which enables us to produce a finish in every respect equal to that of the best factories.

We are prepared to do

## Bicycle and Tricycle Repairing

Of every description on short notice at prices as low as good material and first-class work will permit. A specialty made of Nickel Plating, Enameling difficult class of Brazing, &c. Satisfaction guaranteed. Correspondence solicited.

## HARRIS & HABERER,

Successors to

E. N. Bowen's Bicycle Repair Business,  
585 Main Street, - - Buffalo, N. Y.

## Howard A. Smith & Co.

Immense Bargains in Second-hand machines for the next few weeks to make room for new goods.

Bicycles, 42 in. to 56-in. in size, ranging in price from \$20.00 to \$95.00

Tricycles, side-steering and Crippers, price from \$50.00 to \$90.00.

Tandems—Humbers, \$100; Marlboro's, \$100

Send for Second-hand List.

## ORATON HALL, NEWARK, N. J.

S. L. HOUSE & CO.



BICYCLES  
Psycholor Safety  
Tandem Bicycle, \$200  
Ladies' Psycho, 145  
Gents' Psycho, 145  
Royal Singer, 140  
Singer Safety, 135  
Ladies' Singer, 135  
Apollo Safety, 125  
Courier Safety, 90  
Gypsy Safety, 75  
Wanderer Safety, 60  
Little Jewel, \$12 to 25  
Send for catalogue.  
We give you the best  
the price will buy.

38 Van Buren St., Chicago, Ill.

## PATENTS

procured in the U. S. and all foreign countries. Cycle inventions a specialty. Reduced rates to members. L. A. W. Pamphlet free. HENRY CALVER, Atty. at Law, Washington, D. C. (L. A. W. 20, \$30.)

Bells, Enamel, Locks, Lanterns, Spokes, Spoke Crips, Whistles, Etc., Etc.

Dealers will find it to their advantage to send for net price list.

WHITTEN, GODDING & CO.,  
PROVIDENCE, R. I.



## HOLMES &amp; CO.



We call special attention to our New Circular for the coming season. We have added several new things to our list, which we trust the trade will appreciate.

## Jersey-Fitting Garments

FOR

Bicycle Riders, Lawn Tennis Players, Yachting and Rowing, Base Ball and Foot Ball, Gymnasium.

League Color, Grey Mixed, Black, Navy or any Color, Plain or Stripe.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Bathers and Gymnasts, and we are told that it is the

Best and most satisfactory Supporter made.

Let every Sportsman try them.

Price, \$1.00.

Will send by mail on receipt of price.

Send Size of Waist and Hip.

## Jersey-Fitting Stocking.

- 3-3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, \$1.50
- 3-1. Black, navy, grey mixed, stocking, \$1.25
- 1-1. Black, navy, grey mixed, stocking, \$1.00

Send for Illustrated Catalogue and Price List.

Manufactured by

**HOLMES & CO.,**  
109 Kingston Street, Boston, Mass.

## JOHN HARRIOTT,

MANUFACTURER OF

Bicycle and Athletic Medals,  
CLUB PINS & BADGES,

DESIGNS ON APPLICATION.

3 Winter Street, Boston, Mass.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - Room 27.  
ABBOT BASSETT, Secretary.

LOUISIANA Wheelmen have taken hold of the road improvement question with enthusiasm, and through the press they are creating public opinion in favor of better roads.

MISSOURI Wheelmen promise to fight to the death the obnoxious bicycle bill introduced in the Legislature. A vigorous fight will be entered on and no pains or money will be spared to defeat the measure. If the bill cannot be killed while in the hands of the committee it will be fought at every stage, and, if finally passed, a test case will be made and the matter will be carried to the court of appeals if necessary.

THE New Jersey Road Bill has passed the Senate with only three opposing votes. No opposition has developed in the House, as yet, and that the bill will become a law is no longer a matter of doubt.

THERE is no good reason why any wheelman need withhold the credit which is justly due for the benefits conferred by the League's action in fighting unjust legislation, nor is it a good reason why the cost of this work should be borne exclusively by the wheelmen who compose the League. Gentleman cyclists, whether you choose to join the League or not, don't forget to put up your cash contributions. Self-respect alone should make you ashamed to ride on a road which is kept open for you by the CHARITY OF OTHER WHEELMEN—*Spellerator*.

WE second the motion made by Mr. Joshua Reynolds in the *Wheel*. The ladies of the League have the right to some recognition, and they should be made to feel that they are not simply "hangers-on." Our lady contingent is now of a most respectable size, and they should have entertainment within our lines that will make the League attractive to them, and lead to an increase in their number. We believe that the participation of the ladies in our favorite sport will not only dignify it but give a permanence that nothing else will. When the ladies are

with us hoodlumism hides its head and men do not forget, as they sometimes do when they are with only those of their own sex, that they are or should be gentlemen. The Cottage City meets of the Massachusetts Division are, more than any other meets that we know of, graced by the presence of the ladies as active participants, and that they are the most enjoyable of all such gatherings is the unanimous verdict of all who have attended them. We vote with both hands for any measure that will keep those ladies in the League who are now with us and bring others within the fold.

## Connecticut.

In consequence of the resignation of Mr. Edward P. Lyon, I do hereby appoint Mr. Arthur A. Dean as local Consul of Danielsonville. C. E. LAROM, Chief Consul.  
New Haven, Mich. 4, 1889.

## From the Foreign Marshal.

Editor L. A. W. Bulletin:

As Foreign Marshal, L. A. W., I have during the past year received a much larger number of letters from members of the L. A. W. asking for information on the subject of touring in Europe than in any previous year. These I have endeavored to answer to the best of my ability and shall only be too glad to continue to do so.

I look forward this year to a large increase in the number of tourists, for two reasons; first on account of the exhibition in Paris, and secondly if Mr. F. A. Elwell is able to carry out his projected tour, an enormous incentive will I believe be given to European Touring. To individual tourists I would say, join the C. T. C. because any necessarily brief notes will be supplemented by fuller information which will be supplied by the officials of that organization, and also because the C. T. C. Consul for Paris has made arrangements already for regular rates in Paris (whereas during the exhibition the hotel charges will be enormous.)

To those cyclists either of a companionable nature, or ignorant of foreign languages, I believe Mr. Elwell's tour will be most pleasant and the route he has planned is most interesting, while I believe the reception he and his party will receive will be most flattering, and of the greatest possible advantage not only to those who may be fortunate enough to accompany him, but to the interests of cycle touring in general; and the entire cost of this trip is most moderate. I have myself applied to him for permission to join if circumstances permit.

Finally I repeat, I am willing, and it is my duty to aid, either any individuals, or parties of cyclists who propose to visit Europe during the coming season.

JOSEPH PENNELL, Foreign Marshal, L. A. W.  
London, Feb. 2 1889.

## Supreme Court Decision.

Following is an abstract of a decision made by the Supreme Court of Indiana, February 23, 1889: 13,554. Edward Mercer vs. David Corbin. Miami C. C. Affirmed. Elliott, C. J.

(1) Corbin was standing on a public sidewalk in the town of Rochester, near the outer edge of the pavement, facing the northeast. Mercer, coming from the west, rode a bicycle against him, threw him down and severely injured him. The sidewalk was fourteen feet in width, and there was nothing to obstruct the view or passage of appellant. The appellee's complaint charges that the appellant assaulted, beat and wounded him. The special verdict states that appellant carelessly, recklessly and rudely ran against and upon the appellee. Held: That a case is made for damages as for an assault and battery. Held, also, that under sec. 3,361, Revised Statutes, 1881, sidewalks are for the exclusive use of footmen, and it is therefore unlawful under that section to ride a bicycle along a sidewalk. A bicycle is a vehicle within the meaning of the statute. (2) Where all the evidence is not incorporated in the bill of exceptions, some statement must be made showing that it was excluded because deemed intrinsically incompetent. In many cases where questions arise on instructions or on ruling in admitting or excluding evidence, statements may be embodied in the bill of exceptions which will obviate the necessity of bringing all the evidence into the record.

## Connecticut.

I do hereby appoint Mr. Geo. B. Woodruff, Consul of Winsted. C. E. LAROM, C. C.

## Burton Hulett Reinstated.

By the unanimous vote of the Racing Board, Burton Hulett of Armada, Michigan, is reinstated as an amateur. Fraternally, CHAS. S. DAYOL, Chairman.



**Kansas Division—League Hotels, Consuls.**

The following League Hotels are hereby appointed:

|                                  | Regular. | L. A. W. |
|----------------------------------|----------|----------|
| Burlington, National Hotel.....  | \$2.00   | \$1.50   |
| Emporia, Fifth Avenue Hotel..... | 2.00     | 1.50     |
| Olathe, American House.....      | 2.00     | 1.50     |
| Paola, Commercial Hotel.....     | 2.00     | 2.00     |
| Topeka, Fifth Avenue Hotel.....  | 2.00     | special  |
| Wichita, Occidental Hotel.....   | 2.00     | 1.50     |
| Ottawa, Centennial Hotel.....    | 2.00     | 1.50     |

All Kansas Local Consuls will hold office until the expiration of the present League year, May 1st, 1889.  
W. C. BRADLEY, Chief Consul.

**Massachusetts's Consuls.****To Local Consuls:**

In order to promote the interests of our Division, I deem it best to cancel the appointments of Local Consuls at present existing because of the imperfect condition of the list.

I desire a live, active corps of Consuls in this State who are willing to attend to the duties and try to place their districts in the front rank as regards League work.

I intend, so far as I am able, to make your office one of consequence, to oblige you to accept its responsibility and to give you credit in every way possible for good work. This will be shown by the increase of League members in proportion to the number of wheelmen in your district.

To accomplish the present aims of our Division in improvement of highways, it is necessary that we have at least three thousand members. This can be easily and quickly done if every present member renews promptly and induces one other wheelman to join.

The duties of Consuls are as follows:

To acquire and give information as to roads, laws, hotels and other matters of interest in their localities to members of the League, calling on them in person or by letter; perform such duties as the Chief Consul may require of them, and generally promote the interests of the League and its members.

Consuls' term of office will expire September 1.

I should be pleased to reappoint all local Consuls.

If any one feels that he cannot give the time and attention to the position, I should be pleased to have him suggest some League member in his place who could.

Certificates will be furnished at once on receipt of application which I have forwarded to each consul. This should be filled out and signed by the member applying for the position, and returned to me at once. Should I not hear from any consul by March 7th, I shall be compelled to tender the position to another wheelman, as the renewal season opens April 1, and it is necessary to act at once. Fraternally yours,

WM. H. EMERY, Chief Consul.

**APPLICATIONS FOR MEMBERSHIP.**

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list to the following week.

Last List—Total 14—12,170.

BOSTON, March 8, 1889.

**CALIFORNIA DIVISION—2—422.**

Bay City Wheelmen.

21495 Bremner, Fleming, 50 Nevada Block, San Francisco

Unattached.

21420 Perkins, Philip J., cor. 24th and Guerrero sts., San Francisco

**ILLINOIS DIVISION—1—773.**

Quincy Bl. Club.

21430 Levy, David W., Quincy

**MAINE DIVISION—1—149.**

Portland Wheel Club.

21421 Scott, Geo. T., 65 Elm st., Portland

**MARYLAND DIVISION—1—472.**

Unattached.

21422 Taylor, Merritt E., 1032 N. Eutaw st., Baltimore

**MISSOURI DIVISION—2—365.**

Unattached.

21431 Meyer, F. C., Sale na and Pestalozzi sts., St. Louis

21427 Page, Elliott B., Commercial Bldg, " "

**NEBRASKA DIVISION—1—98.**

Lincoln Bl. Club.

21433 Drain, J. A. Capital National Bank, Lincoln

**NEW YORK DIVISION—2—2515.**

Waterloo Bl. Club.

21423 Reamer, John, Waterloo

Unattached.

21434 Knight, Wm. H., 131 East 127 st., New York

**OHIO DIVISION—3—961.**

Unattached.

21428 Hammer, Nick B., Scott

21429 Ferguson, Chas. E., Van Wert

21433 Parks, M. C., 416 E. High st., Warren

**PENNSYLVANIA DIVISION—1—1501.**

Century Wheelmen.

21424 Heller, A. W., 405 Arch st., Philadelphia

**OFFICERS FOR 1889—90.**

PRESIDENT,

CHAS. H. LUSCOMB,

280 Broadway, New York.

FIRST VICE PRESIDENT,

JAMES R. DUNN,

Massillon, Ohio

SECOND VICE PRESIDENT,

SANFORD LAWTON,

Springfield, Mass.

TREASURER,

W. M. BREWSTER,

309 Olive Street, St. Louis. Mo

SECRETARY,

ABBOT BASSETT,

12 Pearl Street, Boston, Mass

**State Officers.**

Below we give the Post Office address of each Chief Consul and Secretary-Treasurer by States. This will be of convenience to those who wish to communicate with these officers:

CALIFORNIA—Chief Consul, Edwin Mohrig, 112 Golden Gate avenue, San Francisco. Secretary-Treasurer, Alex S. Ireland, Box 2508, San Francisco.

COLORADO—Chief Consul, Horace Beddo, Diamond Palace, Denver.

CONNECTICUT—Chief Consul, C. E. Larom, 386 State street, New Haven. Secretary-Treasurer, E. A. De Blois, Weathersfield.

DELAWARE—Chief Consul, S. W. Merrihew, 906 Jackson street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1206 Pennsylvania avenue, Washington. Secretary-Treasurer, Edson B. Olds, Citizens National Bank, Washington.

ILLINOIS—Chief Consul, W. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, J. Fred Probst, Terre Haute. Secretary-Treasurer, A. N. Smith, Terre Haute.

IOWA—Chief Consul, R. L. Thompson, Muscatine. Secretary-Treasurer, H. B. Cropper, Cedar Falls.

KANSAS—Chief Consul, W. C. Bradley, Western Security Co. Ottawa. Secretary-Treasurer, Otto H. Wulfkuhler, Leavenworth.

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**Application for Membership in the L. A. W.**

188

ABBOT BASSETT, Secretary (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find \$ for initiation fee and dues in the League of American Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed,

Club,

P. O. Address,

References:

City

State,

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)  
MEMBERSHIP FEE.—The Initiation Fee is \$1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance.

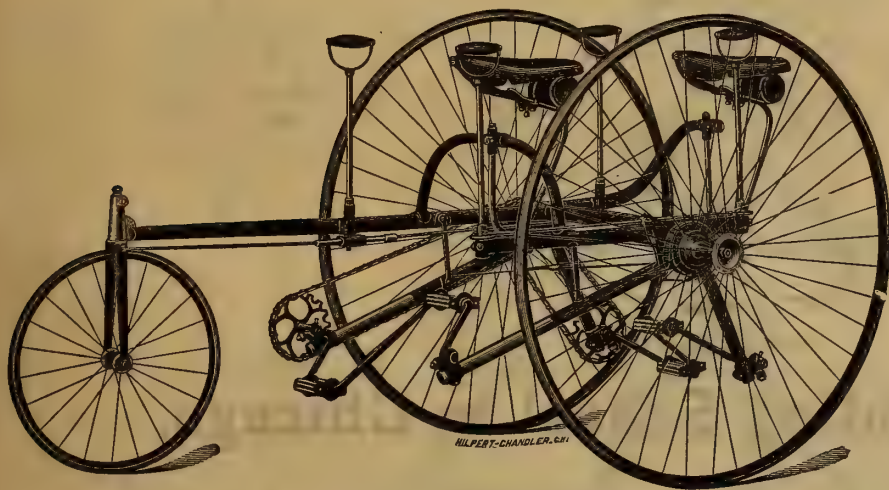
If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose \$1.50 with the application, after that date, and until April 30, 1889, enclose \$1.25.



# THE AMERICAN CHALLENGE TANDEM.

The only Tandem Tricycle on the market that is practical on all sorts of American Roads.



Thoroughly high grade, with ball bearings to wheels and cranks.

Price, Standard Finish, - \$180.  
Price, Full Nickelled, - - \$210.

We furnish a child's seat with this machine when desired at \$5 extra.

Our 80. page Catalog, now ready for mailing, is sent free, and described therein is the largest line of Cycles and Sundries ever offered the cycle buying public.

GORMULLY & JEFFERY MFG. CO.,

Chicago, Ill.



## The Ladies' Dart Safety Bicycle

The best wheel made for both Ladies and Gentlemen.

Also the Gentlemen's Dart Safety.

Manufactured by the

Smith Nat'l Cycle Mfg. Co.

No. 809 Water Street, S. W.,

Washington, D. C.

The first and best Ladies' Bicycle ever put on the market.

Send for '89 Catalogues.

Agents Wanted.

## ERIE KNITTING MILL, Erie, Pa.

FRANK FAIRBAIRN, Prop.

Manufactures Bicycle and Athletic Goods.

Our Bi. Jerseys, Knit Pants and Worsted Stockings are the best on the market. We make them to order and to measure. Try them and be convinced.

### TESTIMONIAL.

BUFFALO, N. Y., Jan. 26th, 1889.  
Frank Fairbairn: Dear Sir—Your knit goods have given me the most satisfaction of any bicycle clothing I have tried, the elastic fit giving such freedom to the limbs, and the durable qualities they have shown, make them most desirable. I could not go back to cloth goods, after these, with any comfort. I shall wear them the coming summer, for business and pleasure, and wife says the old pair of breeches she cut down for my boy are the best wearing goods he has had yet; outlasted three pair of cloth ones already, and still going. I wore them two years myself.  
Yours,  
[E. N. BOWEN.]



**New "ACME" BICYCLES**  
Rubber Tires.  
Factory Price. Our Price.

|           |              |         |
|-----------|--------------|---------|
| 52 in.... | \$60 00..... | \$36 00 |
| 50 in.... | 55 00.....   | 33 00   |
| 48 in.... | 50 00.....   | 30 00   |
| 46 in.... | 45 00.....   | 27 00   |
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| 42 in.... | 35 00.....   | 21 00   |

All Bicycles furnished with Tool Bag and Tools.

**SAFETY BICYCLES**

SEND FOR CATALOGUE.  
Small Boys' 20 in wheels, with parallel bearings..\$25.00  
Large Boys' 24 in., with brake and mud guards..35.00  
Ladies' or Men's 30 in., ball bearings to both wheels..75.00  
Ladies' or Men's 30 in., ball bearings AL' OVER..90.00  
ST. LOUIS, E. C. MEACHAM ARMS CO.



### One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each.  
CUSHMAN & DENISON,  
144 and 146 Greenwich street, New York.

## PHOTOGRAPHY.

Send for our new "Handbook of Photography." MILLER & HOPKINS, 443 Fulton street, Brooklyn, New York, or 4 East 60th street, New York City.

Cycling Photographic Outfits a Specialty.



# THE NEWEST STYLES OF THE BEST WHEELS ON THE MARKET

99  
Star  
Singer  
Coventry  
New Rapid  
Machines  
all on  
hand  
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New Rapid  
Machines  
all on  
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99

He Rode Against Time.

## The only Riding School in Chicago.

Western Arms & Cartridge Co., 49 State Street, Chicago.

### NEW SAFETIES

### FOR 1889.

"COURIER,"

"WANDERER,"

"GYPSY" and  
"LITTLE JEWEL."

"COURIER,"

\$75.00.

FOR MEN.

"Gypsy,"

\$60.00.

For Ladies.

"WANDERER,"

\$35.00.

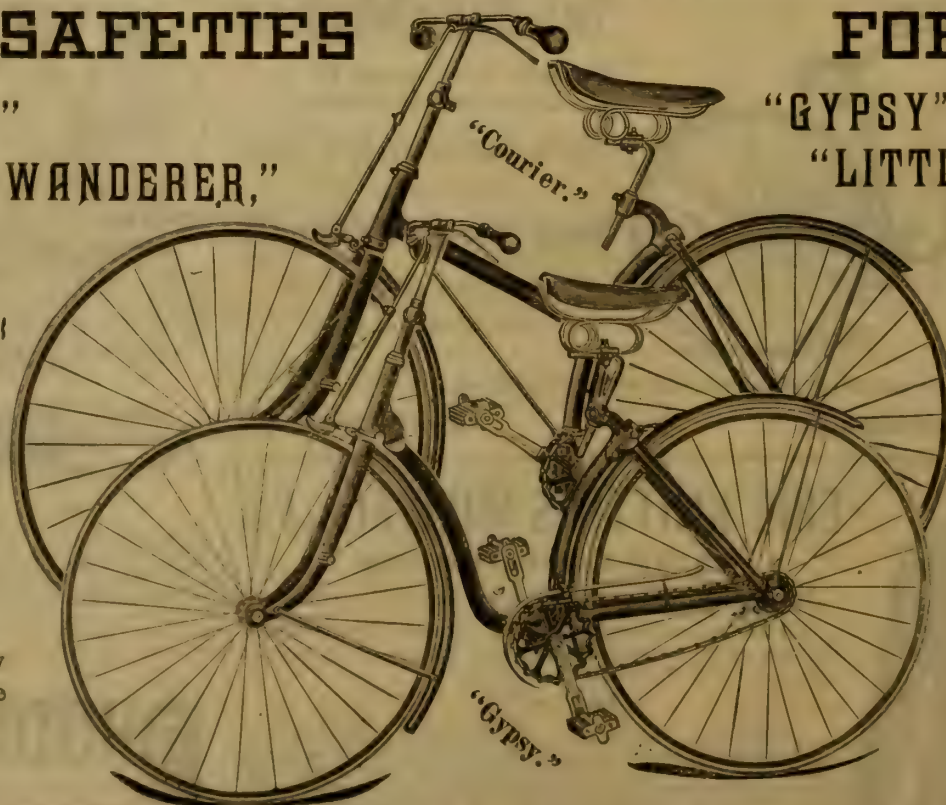
FOR YOUTHS.

Little Jewel,"

\$25.00.

For Boys & Girls.

Don't buy a Safety  
until you have  
seen ours.



They have all the  
latest improve-  
ments, and are  
unequalled.

HIBBARD, SPENCER, BARTLETT & CO. (Wholesale Only) Chicago, Ills.  
SEND FOR FEBRUARY CATALOGUE.



**Testimonials.**

Owosso, Mich., Feb. 19, 1889.

H. B. SMITH MACHINE CO.

Gentlemen—The bicycle has done extra good work and has been over all kinds of roads without repairs. Yours very truly,  
FRANK J. WOODARD.

Westerly, R. I., Feb. 11, 1889.

H. B. SMITH MACHINE CO.

Gentlemen—I am very highly pleased thus far with the 39 inch, as a road machine. It

MARVA, Ill., Dec. 7, 1888.

H. B. SMITH MACHINE CO.

Sir—I have rode a crank wheel for 12 years, but last season I bought a Star; I would not give it for any wheel I was ever on, for all round riding and tricks.

Yours respectfully,

SILAS LONG.

JACKSON CENTRE, O., Aug. 21, 1888.

H. B. SMITH MACHINE CO.

Dear Sir—I can say in regard to the wheel

CHESTER, Pa., Dec. 7, 1888.

THE STAR MFG. CO.

I have been riding a 51-inch American Star for the past few months, and find it a constantly increasing source of pleasure. I am city editor of the *Chester Times*, and find my wheel valuable in reaching suburban points quickly. A friend also began riding a crank when I started in on my Star; has three times broken his handle-bar by headers, while I haven't spent a dollar for repairs to my machine, and it is an old wheel, while his is new.

**THE NEW STAR, 39x24**

is a better hill climber than any machine I have ever before ridden, for all I can see it is just about as speedy as the larger sizes, and I am astonished to find so slight a difference if any, in the jar on rough roads.

Very cordially yours,  
DR. J. HOWARD MORGAN.

(Star) that it is the lightest running, best hill climbing, and speediest wheel I have ever ridden, and I have tried both the "crank" and lever wheels. Yours respectfully,

J. E. MERANDA.

This in brief is my experience with a Star, and though it is of the old pattern I wouldn't exchange with any one of the other fellows. If you wish to use this as a testimonial I have no objections. Very truly yours,

T. W. ENTWISLE.

**1889 Machines Ready for Market.***Catalogue Free. Address***H. B. SMITH MACHINE CO.,**

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## THE SOLID VOTE OF MAJORITY.

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An even dozen of seasons. The path, the road, the hill, have proven the mettle of the Columbia metal. The American cyclist knows the Columbia and rides it. "The best in the World!" Really we are beginning to think so, we are told so so often, and always get an emphatic majority vote when question is called. When over half the wheelmen, and about all the mechanical experts inspect Columbias, talk Columbias, and ride Columbias, it means something. Those who ought to know, and who are disinterested, say that it means that Columbias, all things considered, are the best wheels for all uses. The Columbia majority continues solid. Perhaps the fact that we have the largest plant, the most skilful workmen, and a world-wide reputation for the best mechanical workmanship has something to do with making people think that the Columbias have been and are superior to all other cycles. Have you read the Columbia Catalogue? It was sent to every League member. Perhaps you would like another copy for a friend. It is free to you and to everybody. Pope Mfg. Co., Boston, New York, and Chicago.



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THE  
1878

# BICYCLING WORLD

## & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

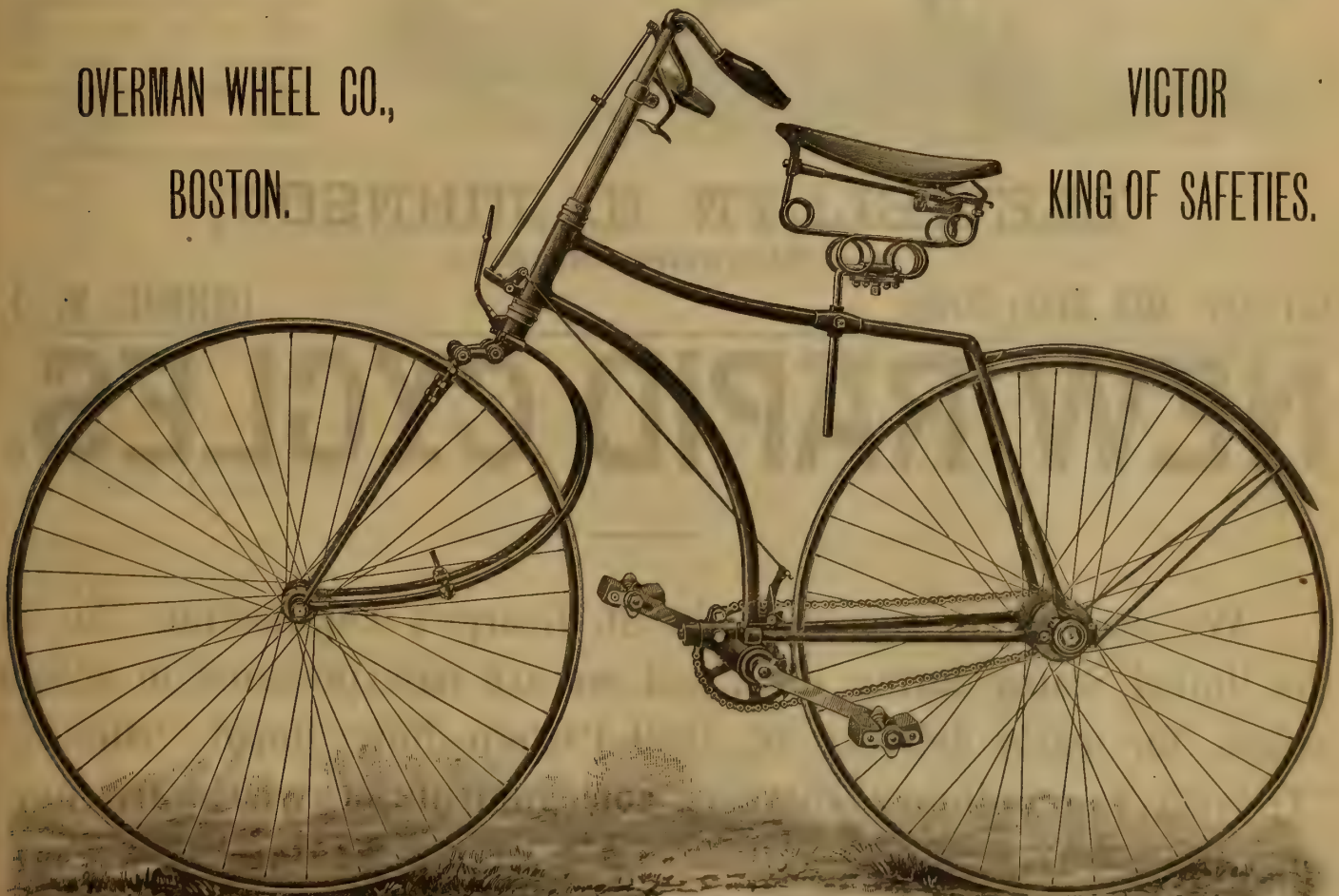
\$1.00 a Year.  
5 cents a copy.

BOSTON, 15 MARCH, 1889.

Volume XVIII.  
Number 20.

OVERMAN WHEEL CO.,  
BOSTON.

VICTOR  
KING OF SAFETIES.

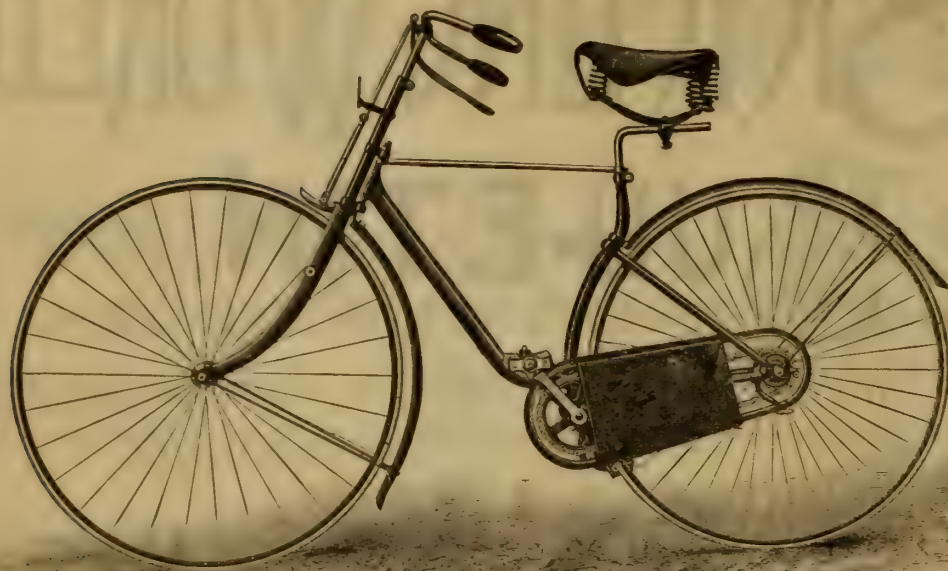


The VICTOR SAFETY has the original and only efficient Spring Fork in the market. It is the only "diamond frame" Safety made in America.

OVERMAN WHEEL CO., Makers, - - - BOSTON.



# What Do You Think of It ?



This is our Special Premier Safety for Riders of Either Sex. It is Graceful in Appearance, Scientifically constructed of the Best Materials Only, and is Fully Warranted in Every Particular. It is the Ladies' Machine, par excellence. It is a Genuine Light Roadster for Gentlemen's Use. It weighs 46 lbs., with Saddle and Pedals. We are now filling orders as fast as possible from weekly arrivals, and should be pleased to hear from you if you contrmplate purchasing a Safety for your own or your wife's use, or are looking for a Light Machine of the Highest Grade to complete the Line of Cycles which you Handle.

**LLEWELLYN H. JOHNSON,**

MANUFACTURING IMPORTER,

401 and 403 Main Street,

ORANGE, N. J.

## NEW RAPID CYCLES.

We shall again represent the St. George's Engineering Co. in the United States during 1889, and we are now prepared to accept orders for early delivery of 1889 Pattern New Rapid "Safeties," "Tricycles" or ordinary Bicycles, consignments of which are now due,

**THE CLARK CYCLE COMPANY,**

340 N. CHARLES STREET.

BALTIMORE.



**SPECIAL.**

All Advertisements in this Department 20 cents a line.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.

**TANDEM TRICYCLES FOR SALE**—Three highest grade Tandems, last year's make, at \$125 each. Bicycles, Tricycles and Safeties at very low prices. W. J. NEWMAN, Harvard Sq., Cambridge, Mass.

**M. A. WOODBURY**, Bradford, Pa., Mfr. Europa Home Trainer and Bicycle Stand. Also have largest and best line of cycles between New York and Chicago, Buggies, Carts, Desks, Rubber Goods, Rubber Stamps, &c., Wholesale and Retail.

**WANTED**—Bicycles, Rear Driving Safeties, Single and Double Tricycles. Wheels bought for cash, sold on commission, and taken in exchange for new mounts. Will sell 51-inch Am. Star, \$20.00; 50-inch Standard Columbia, \$25.00; 52-inch Standard Columbia, balls, cow horn bars, \$40.00; 54-inch full nickeled Expert, balls all over, \$80.00; Springfield Roadsters, \$50.00 and \$75.00. Send description of what you want to the **WHITE CYCLE CO.**, Trenton, N. J.

**WHEELS**—Pat. Suspension Steel Wheels from 12-inch to 42-inch. Special wheels for Safeties, Tricycles, &c., made to order in large or small quantities, combining strength, durability and cheapness. **I. A. WESTON & CO.**, Jamesville, N. Y.

**L. A. W. BADGES,**

For Gold Pins of the Official Design, send direct to

**CHAS. H. LAMSON,**

177 Middle Street,  
Portland, Me.

Patented. Price, \$3.50, \$5.00, \$7.00 and \$8.00, according to finish. **Diamond Badges** \$15 to \$50 for the larger pins, and \$10 to \$30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

**LAMSON'S LUGGAGE CARRIER**, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. **C. H. LAMSON**, Portland, Me.

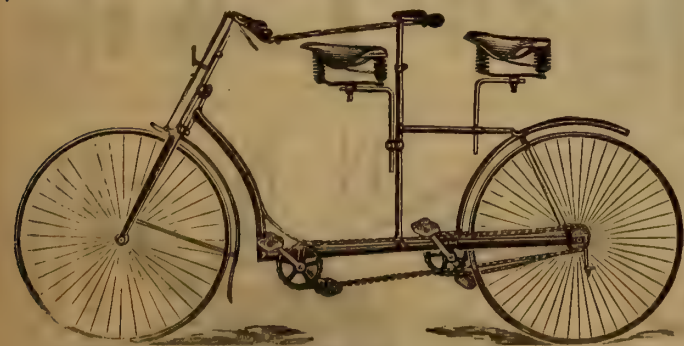
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MANUFACTURER OF

**Bicycle and Athletic Medals,  
CLUB PINS & BADGES,**

DESIGNS ON APPLICATION.

3 Winter Street, Boston, Mass



**PREMIER TANDEM SAFETY**—Price, balls all round, including Pedals, \$200; with cone Pedals, \$190. Suitable for Lady and Gent, or two Gents.

W. J. NEWMAN, Harvard Sqr., Cambridge, Mass.

SOLE AGENT FOR BOSTON AND VICINITY.

Also the **NEW MAIL CYCLES.**

Open Evenings.

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In this Department, 15 cents a line. Cash must accompany the order.

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**STANDARD COLUMBIA BICYCLE**, 54-inch; ball bearings for drive wheel; in good condition. For sale at \$30; cost \$120. **W. GODDARD, JR.**, 113 Atlantic st., Providence, R. I.

**FOR SALE**—Columbia Tandem, almost as good as new. Price, \$150, or will make a reasonable exchange on a Lady's Bicycle. **F. W. JAY**, 157 S. Market st., Canton, O.

**48-INCH '88 Special Star**; two-thirds nickeled; good as new. Price \$100. **C. H. SIMONDS**, 81 India st., Portland, Me.

**52-INCH Rudge Light Roadster**, in good condition, with lamp, \$80; also a "Caligraph" Type Writer, good as new. \$60. **WM. M. ALLEN**, 18 Cortlandt st., N. Y.

**STAR FOR SALE**—Nearly new, 51-inch, full ball bearing; 1889 pattern; ridden less than 200 miles. Cost \$135; will sell for \$100 cash. **A. W. TAWSELEY**, Room 1, Union Depot, Chicago.

**NEW SPRINGFIELD**; never uncrated, to exchange for Victor Safety, in A No. 1 shape. Lock Box H., Bainbridge, N. Y.

**46-INCH Rudge Roadster**; balls all around; King of the Road Lamp; Bell, Spoke Cyclometer and Stand; machine good as new. \$80 takes the lot. Big bargain. **C. F. POPPER**, 275 Canal st., New York.

**VERY CHEAP**—A 60-inch Expert; wheels enamelled, rest nickeled; ball bearings all around; condition is first class, except that nickel is slightly rusted. Must net me \$50. **A. P. COBB**, 52 Wall st., New York.

**FOR SALE**—One 50-inch Expert and one 55-inch Light Roadster Columbia; best possible condition. Both 1888 pattern. Two bargains. Address Drawer 77, Muscatine, Iowa.

**BARGAIN**—56-inch Yale; ball bearing; in good condition; cheap. **D. F. BERGQUIST**, 31 Milk street, Room 36, Boston, Mass.

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**FOR SALE**—A Velocé Columbia; A1 condition; Price \$115. Address **C. H. BOOTH**, Great Barrington, Mass.

**FOR SALE**—A Convertible Sociable Tricycle. Cost \$260. Will sell for \$75. Address **P. O. Box 1816**, Philipsburg, Centre Co., Pa.

**56-INCH New Mail**; fine order; balls to wheels, pedals and head; \$90. Also 54-inch English Bicycle; very light; balls to wheels and pedals; C. H. Bars and lamp; \$65. **FRANK WARE**, 2517 Turner st., Philadelphia, Pa.

**WANTED**—A 54-inch ball bearing wheel at once; will pay cash, but wheel must be cheap and in good condition. Address **C. W. WILCOX**, Three Rivers, Mich.

**FOR SALE**—Rudge Safety, 1888 pattern. Sold cheap. **H. L. GREW**, 57 Kilby st., Boston.

**WANTED**—Good 54-inch or Safetv. Will pay cash for a bargain. **E. BUSH**, Baldwin Loco. Works, Philadelphia.

**FOR SALE**—50 and 52-inch Expert Columbia; guaranteed first-class. **E. A. CATCHPOLE**, Geneva, N. Y.

**NEW RAPID SAFETY**—In good condition; will sell cheap. Call or address. **M. R. CONNELL**, Grand Central Depot, Room No. 42, New York.

**BARGAIN**—Victor L. R., 56-inch, '88 pattern; new and perfect. Best offer over \$100 takes it. Address **F. W. PARSONS**, Whitney's Point, N. Y.

**FOR SALE**—48-inch Special Star, '85 pattern; balls, hollow handle-bars and spade handles. \$75. **A. B. SCHNEIDER**, 54 West 9th st., Canton, O.

**QUADRANT TANDEM TRICYCLE**—Little used. In thoroughly good condition. Cyclometer and Luggage Carrier. **H. L. DADDOW**, St. Clair, Pa.

**\$75 BUYS** a Pony Star; cost \$125; or 54-inch 1888 Champion; both warranted perfect. **W. D. CLOYES**, Cortland, N. Y.

**FOR SALE**—Quadrant Tandem Tricycle; 1888 pattern; in perfect condition. A bargain. Address **C. A. ROBERTS**, 14 N. 5th st., Philadelphia, Pa.

**FOR SALE**—45-inch Star; new last August; never ridden 200 miles; Kirkpatrick saddle; perfect condition. Cash \$110. **B. A. CASE**, Toledo, Ohio.

**I WILL** positively accept the highest bid on a Columbia Light Roadster; Lamp and Bundle Carrier. List price \$13.25. Warranted A1 condition. Big opportunity. **WM. HORCHELER**, Rochester, N. Y.

**FOR SALE**—Marlboro' Club Tandem Tricycle; in fine condition, and will sell at a bargain. Apply at once to **A. O. MCGARRETT**, Box 124, Springfield, Mass.

**BARGAIN**—52-inch ball bearing Standard Columbia, in good order, for \$45. **BICYCLE**, Lock Box 50, Wappingers Falls, N. Y.

**HUMBER TANDEM FOR SALE**, in good order, low. **JOHN F. SIMONS**, 611 Sansom st., Philadelphia.

**TWO BARGAINS.** A Traveller Humber Tandem, full ball bearings, made by Singer & Co.; late pattern; in perfect order, save that nickel on hubs is a little rusted and tires cut from use on Cape Ann last season. Price, crated, \$130. Also, a 57-inch Columbia Light Roadster Bicycle; good condition; new long cranks and Kirkpatrick Saddle. Price, crated, \$65. Address **C. R. D.**, Box 1362, Boston, Mass.

**A BARGAIN FOR \$105.** 57-inch New Rapid Roadster; new, never ridden. Write for particulars to **E. E. HARRIS**, Perrysville, Ind.

**FOR SALE**—My 56-inch Rudge Light Roadster; balls all round; A1 condition; price, \$40. Can be seen at 6 Berkeley St., Boston. **J. W. BADGER**.

**FOR SALE**—A Swift Safety, in splendid condition; quite as good as new. Cost \$135. Will sell for \$105. A bargain. Address 108, Bicycling World, 12 Pearl st., Boston.

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**BICYCLE FOR SALE**—Victor, 54-inch; in fine condition; ridden only 400 miles by rider of 8 years' experience. Address **F. K. WILKINSON**, Syracuse, N. Y.

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**FOR SALE CHEAP**—A Quadrant Tandem; cyclometer, lamp and chime bells; nearly new and in perfect condition, at a bargain if bought now. For particulars address Box 1309, New Haven, Conn.

**FOR SALE**—Quadrant Tandem Tricycle. **D. M. FULTON**, 300 W. German st., Baltimore, Md.

**WANTED TO PURCHASE**—A Columbia Tandem. Must be in perfect order and a bargain. Would prefer to give a large musical box in part payment. Address **W. H.**, 680 Broadway, N. Y.

**FOR SALE**—Two Experts, in first-class condition; 50-inch, \$70; 54-inch, \$75. **BROWN & GREENLEAF**, 96 Brattle st., Cambridge, Mass., Agents for Columbia Cycles.

**FOR SALE**—Two 54-inch Expert Columbias, \$80 each. One 50-inch A Challenge, \$50. One 55-inch '88 Columbia L. Roadster, \$110. 50-inch A. Rudge L. Roadster, \$75. 50-inch A. Premier, \$60. Write for particulars. **ALBERT C. PHILLIPS**, Wilmington, Dela.





# SINGER CYCLES

VALUABLE NOVELTIES FOR 1889.

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EXCEPTION.

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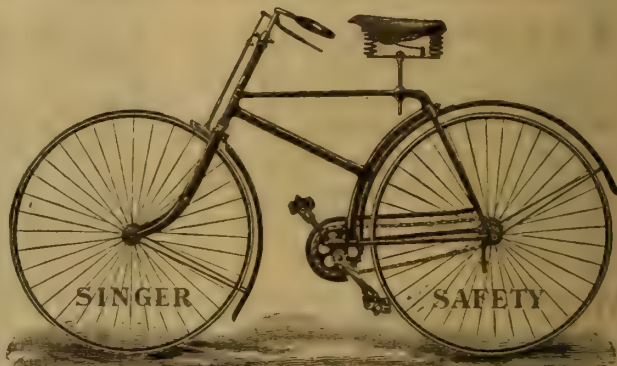
MAKERS

The "Singer" Safety made during 1888 gave entire satisfaction to the thousands who used it.

To our new pattern several valuable improvements have been added, the frame being of improved shape and great strength, and our perfect ball steering included. Also a direct plunger brake of increased power.

We can most strongly and confidently recommend this cycle.

**Specification.**—30 in. wheels speeded to 57 in. (or 54 in.), patent spring-wired tires (7-8 in. to back wheel, 3-4 in. to front wheel), SINGER BALL STEERING, ball bearings to all running parts, including pedals, weldless steel tube frame, handle-bar and forks, guard to both wheels and to chain, brake, foot-rests, lamp-holder, best combined saddle and spring, spanner, "Singer" ball pedals, &c., &c. Enameled, and with parts plated.



Price \$135.00.

Catalogues will be ready in a few days.

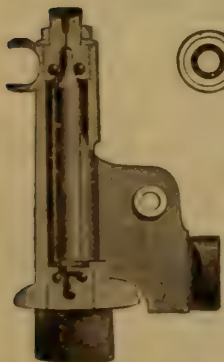
SINGER & CO., Manufacturers and Importers,

6 and 8 Berkeley St., - - - - BOSTON, MASS.

DON'T FAIL to send for Catalogue of

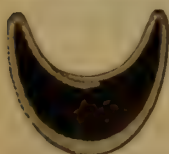
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describing fully their specialties.



**Trigwell Ball Head.**

1000 miles without oiling or adjusting. Perfect Rigidity and Uniformity of Steering. Greatest Improvement. Obviates Sensitiveness in Steering. Specially adapted to a Safety. No other has the Trigwell.



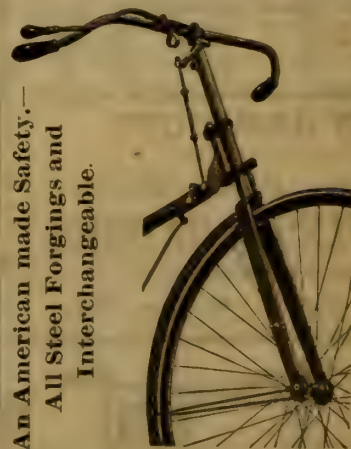
**Lapped Inside**

No Seam Outside. Thickened Metal at Bottom.

**GREAT STRENGTH.**



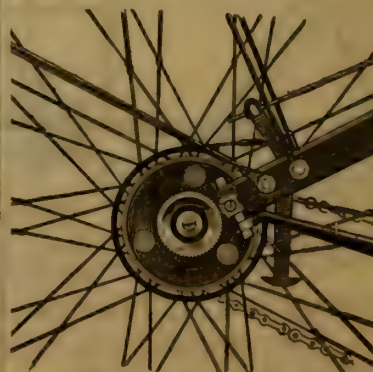
**Spring Fork**—a direct vertical spring. No yielding of spring sideways, for such throws the rider one side, and causes front wheel to swerve. Excessive spring also is a disadvantage—ours does not interfere with full power for propulsion, as in hill work. Address



An American made Safety.—  
All Steel Forgings and  
Interchangeable.

**PERFECTLY STRAIGHT FORK.**

Best shape to avoid sensitiveness of steering. Front wheel less liable to a sudden turn or swerve.



**Rear Axle Band Brake.**

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Published Every Friday

BY

**THE BICYCLING WORLD COMPANY,**

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## TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the *Bicycling World Co.*

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## EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 15. MARCH, 1889.

JOE PENNELL, whose experience in cycling touring, if not so varied as that of Thomas Stevens, is of a more practical nature, contributes a very instructive article in the last *Outing*. We can, from our own experience, heartily endorse most of his remarks about cycle touring in England. We cannot quite agree with him as to the advisability of carrying all one's luggage for a six weeks' tour on one's wheel; we have found it quite convenient and pleasant to have one's town togs available occasionally. The English parcel post system is so reliable and cheap, that when one's destination a few days or a week hence is known, it is an easy matter to send all extra changes on ahead.

WITH us in Boston, it is no longer cycles that frighten horses, but electric cars that startle those sensitive quadrupeds. It is not for long, however, as, though horses are nervous creatures, they soon become accustomed to unusual sights and sounds.

WITH the great public interest in the development of electricity, we hear much discussion as to the appliances for electric propulsion. It is generally predicted that the day is not far distant when storage batteries will be made light enough to be used in many cases where they are not now available. We sincerely hope so, and devoutly wish that some useful road carriage propelled by a storage battery will be invented ere long. Nothing will more promote the cause of road building than the more general use of our highways.

AT a recent meeting of the Society of Cyclists, Dr. Benjamin Ward Richardson read a paper on vibration in cycling, wherein he discourses on the merits of devices to lessen what he considers a drawback to healthful and enjoyable cycling. It is a pity that the

custom of the Society forbids the mention by name of the particular devices, as Dr. Richardson might, we think, furnish us some very useful information on this most important matter.

WHILE we think this learned gentleman has very much exaggerated the amount of vibration in riding the well-constructed wheels of to-day, he points out that vibration, if it does exist, is likely to be dangerous.

He says: "I am of the opinion from all that I have seen since I became practically acquainted with the art of cycling, and with those who practice it, either for competition, pleasure or business, that nothing produces so much injurious fatigue, or so much of bad effect on the health in cycling, as vibration. I speak only from personal experience on the matter. I was once more wearied by a short ride to Hammersmith on a tricycle that vibrated intensely than by any other ride I ever took on a machine at any other time, short or long. Moreover, the effect, which lasted several days, was something more than mere fatigue. It was like a shock to the nervous system, causing a continued feeling of vibration through the body, a sense of nausea, and a degree of nervous prostration, accompanied with a reduced power of the lower limbs, which, to say the least of it, was very inconvenient, and which in a feeble person might be attended with actual risk."

AFTER Herbert Hayes' brilliant departure for Brazil it is too bad that the failure of the firm employing him necessitates his return to a more prosaic existence than that which characterized his life immediately preceding his migration. We deeply sympathize with the ex-Chief Consul, who returns shorn of some of his glory and prestige.

FROM what little we know of the Society of Cyclists it is one of the most sensible cycling organizations in existence. Its object seems to be the intellectual entertainment of its members. At the meeting alluded to, besides the paper by Dr. Richardson on "Vibration," G. D. Ingell read a very interesting article upon "Military Cycles," and at other meetings such gentlemen as Joe Pennell and Col. Saville have contributed to the entertainment of its members. Those who think the only enjoyment in cycling is scorching, running up a record, or racing, may scoff at such a cycling association, but we think that the intelligent discussion of topics akin to cycling would be a great relief. We have wheelmen whose experience and education enables them to do any subject justice, and it would be a pleasure to listen to them expound on any matter of cycling moment.

NO legislation necessary, was reported by the Committee on Road and Bridges, on so much of the Governor's address as relates to the appointment of an officer for the oversight of the roads and bridges in the Commonwealth of Massachusetts.

May be not necessary, but some legislation that will improve our highways is essentially desirable.

AN invitation has been extended to the League of American Wheelmen asking them to participate officially in welcoming home the All-America and the Chicago base ball teams. The teams are expected in New York during the first week in April. We do not know what action the Executive Committee will take in the matter, but it seems to us clear that the League should not officially join in the proposed ceremonies.

We have no doubt but that every member of the base ball teams is worthy of the most hearty consideration, but it must be borne in mind that these gentlemen have really done nothing worthy of national recognition. They have not circled the globe to meet ball players in any way their equal, but they have had a very pleasant tour and given exhibition games only.

Had it been an open question as to the superiority of certain foreign players over the All Americas or Chicagos, and had the



Americans gone abroad for the purpose of settling the question and come home victors, then the matter would assume a different aspect, and even then we would question the policy of an amateur organization officially recognizing the prowess of a professionals'. As it is, however, the All America and the Chicago base ball teams have accomplished nothing, except to travel round the globe and give most interesting exhibition games, the gate to which presumably paid all their expenses.

THE question of the use of the cycle for scouting purposes is engaging the minds of some of the more progressive officers of the National Guard in New York State. Mr. Luscomb is an enthusiastic member of the Citizen soldiery, and is Captain of the "Talmage Company" of Brooklyn. Captain Luscomb proposes to make some trials this coming summer, as to the advisability of introducing the safety for use in scouting manœuvres. Mr. C. E. Pratt, who has just returned from England, stated that in conversation with some of the officers and also privates of the English volunteer force, he was advised that the safety would, to a certain extent, be used by the scouts and skirmishers. He further noticed that, as a rule, the views of the officer compared with those of the private differed somewhat as to the permanent adoption as a branch of the army. The officer saw the satisfactory results only, while the poor scout had in memory the tremendous strain physically he had to undergo to bring about those results.

The English experiments included a good deal of "cross country" work, and we agree with the private in thinking that if the safety is expected to be the means of transporting scouts safely and swiftly over the usual obstacles to be met with in a cross country run, the expectation will exceed the realization.

Stick to the roads, and the ordinary and safeties can, to a limited extent, be used to great advantage, but when it comes to climbing fences, fording streams and moving over a rough country, the results achieved will not warrant the physical force expended.

WHEN a writer so far loses his temper and becomes so utterly lost to all sense of decency as to politely request those who differ with him to go to H—, we draw off, we retire, and acknowledge that we have no answering argument. It is, no doubt, a "vigorous" style, but we hope it will not be largely copied. Had this remarkable suggestion emanated from the brain or pen of the editor of the *Bloody Gulch Bowie* we should have readily imagined that it was in line with the general tastes of his readers, but when the editor is supposed to cater to an educated and refined constituency, we marvel much that Temper should so get away with Judgment as to produce and print such a delicate and refined request.

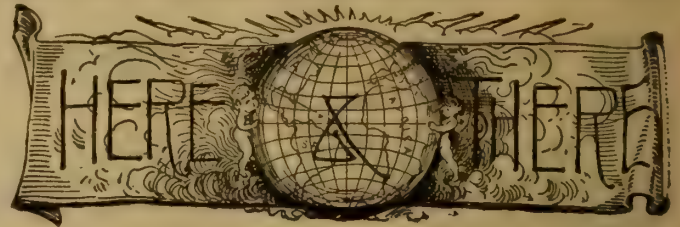
AN esteemed contemporary seems surprised that we accept the "record" of 2.18 1-5, claimed to be made by Whittaker, Lee and Oxborrow on a Triplet. A more careful perusal of our article will show our usually careful brother editor, that we do not accept the performance as a record. We call it "a wonderful road performance," not a record, by any means, except so far as it is recorded the best of a special kind of a ride. The start was flying, and we cannot accept any claim for record unless the start is from a stand still. Barring yacht races and horse races, we believe all records must be made from a stand still.

That the 2.18 1-5 was done under special conditions not admissible in cycle record breaking is plain, and so we put it down as "a wonderful road performance," not a record in the strict and technical application of the word as applied to cycle records.

THERE is no writer more welcome to space in our columns than "Jack" (J. Purvis-Bruce). He has always something to say of interest, or some news to impart that is of general importance. His sketch of "Men I Have Met" will be read with interest

by all, as he describes men of international reputation. Mr. Purvis Bruce is now in this country, and we hope to hear of his identifying himself with some cycle manufacturer before many moons have passed.

WHEN an editor criticizes, there should be a basis of fact for such criticism. When, therefore, a certain editor takes the position that the League has not been prominent and a leader in the matter of road improvement, he shows a woeful lack of knowledge on the subject. But then, he is so "well informed you know."



#### "JONAH'S"

#### JOTTINGS.

THE Jersey bill, giving the control of the roads into the hands of the Boards of Freeholders, after a hopefully smooth course, has, I am sorry to say, struck a snag. "The bill went through the Senate without a hitch," said Assemblyman Voorhees to me the other day. "I got it out of my committee inside of fifteen minutes reported favorably. When it reached the Assembly, to our surprise, an opposition was developed on the part of the hayseeds, who feared to trust their freeholders with so much power; but I think we can pull it through all right yet." After all the good missionary work that has been done, it is hard luck that it should be in danger from the very class that it will benefit most.

IN the bowling tournament the Atalantic Wheelmen, of Newark, beat the Hudson County men the other night, leaving the two teams tied for first place, with six games won and two lost, each.

SAICH, the veteran bicycle maker of Newark, has given birth to another new cycling creation. This time it is a — I don't know what you call it. It is a rig for speeding a horse. Two large bicycle wheels, with ball bearings, rubber tires, etc., are rigged side by side, and between them, raised on high, is a framework to support the saddle of the rider or driver. Under this framework, and between the wheels, the horse is hitched, the driver sitting on the saddle in the framework above the horse. Saich claims that with this arrangement the horse can be trotted with practically no resistance.

I WAS out on the road the other afternoon and saw several horses frightened by that abomination, a full nickeled bicycle. Jersey riders have so generally discarded the nickeled wheels that the latter now frighten horses by their very strangeness. A half a dozen or more enamelled wheels passed the same animals without even attracting their attention. The age of duedeism in wheeling is gone and these nickeled nuisances are the last vestiges that remain. May they soon vanish.

AN account appeared in the New York papers the other day, of an accident on the Newark boulevard, to Mr. Ward, of Elizabeth, through his horse being frightened by a bicycle. Mr. Ward has been seen by Dr. Brown, and completely exonerates the wheelman from all blame. The bicyclist was riding against a gale and in a cloud of dust, and did not see the horse until right on him.

#### PENNSYLVANIA.

#### "ARIEL."

THE Century Club rejoices in having escaped, scot-free, from what might have been a serious loss. Owing to the inadequate space in the club house, proper, they have been storing the tricycles and tandems belonging to the members in an annex to the Columbus avenue market house, a block above, and last Monday night the entire market house was destroyed by fire, which started, some time during the night, in a cigar store in the building. In an incredibly short space of time the entire building was in flames, and the efforts of the firemen were directed to the saving of the property and the adjacent buildings. All of the Club's machines were gotten safely out, the only damage done being a broken handle-grip or two; but Wall and Boyer, who occupied one of the stores on the Columbia avenue side, doing a trade in the repair and hiring of bicycles, etc., lost heavily,



having had but a few of their machines saved, and most unfortunately having no insurance on their stock. Singular, isn't it, that business men should neglect this most important precaution?

I HAVE a phenomenon, here, in the shape of my oldest hopeful, who, never having ridden a bicycle before, this morning mounted and rode, at the first attempt on a safety. I put him on in front of the house and within the first hundred yards he was riding when I took my hands off the wheel, and we turned around at the end of the square and came up, he was able to ride the greater part of the way by himself. When the boy realized that he was actually going alone, I thought he would have a fit right there on the street. He is just thirteen, but already can stretch a 52-inch, and the fellows at the club advise me to put a brick on his head to stop his elongation.

MR. S. LEVY, of the Pennsylvania Bicycle Club, has offered a stop watch as a prize either for the largest mileage, or for the greatest number of club runs, the decision being left to Captain Supplee's judgment. If "Pennsy" does not take record for the year, in the season, in the shape of mileage, I shall be very much mistaken.

THE social season is going to have a handsome wind-up. All the clubs are down for full-dress balls, that of South End coming off April 25th, at St. George's Hall. The Philadelphias will give one more informal sociable, next month, with a ball in May, while Pennsylvania's next affair will be their ball. Their last Smoker is down for Friday, 15th, inst., and as engraved invitations have been issued for it, I judge it to be quite an affair. Shall be on hand to size it up for the WORLD. Century will also have one more Smoker, and after that comes the House-warming in their new home.

SPEAKING of the new house of the Centurions, reminds me that they are going to have one of the finest and most conveniently arranged houses in the city, after they get things in shape. The contract has already been awarded for the erection of a one-story wheel house, to be built on Carlisle street, which will be the full width of the lot—26 feet—65 in length, affording ample space for the purpose. Later on, it is their intention to add a second story, which will be fully equipped as a gymnasium. A revision of the by-laws is also under way, so as to allow the admission of lady members—a most excellent move, and one that is mainly due to the efforts of Mr. Collins and one or two others of the far-sighted members.

MR. PAUL E. SLIPP, a former Philadelphian, now a resident of Aden, writes, under date of February 6th, that Mr. Stevens had just visited Aden. He was in good health and spirits and had been the recipient of a dinner from the English and American residents.

As a weekly the *American Athlete* will now come to its subscribers, it having been decided to change it from a semi-monthly. May its shadow never grow less.

MR. CHAS. H. SIEG, of Chicago, was here yesterday and Friday, visiting relatives. Mr. Sieg is a Philadelphian by birth, but swears by the home of his adoption. It was greatly regretted that his stay was so short, as we should like to have made things pleasant for him.

THE South End Wheelmen have hitherto been the only one of our city clubs to enjoy an immunity from the Safety craze, but at their last meeting the spell was broken, and the incorrigible goat crept in.

THROUGH the efforts of a number of the Wilmington Wheel Club, the Pennsylvania Railroad Company have at last consented to carry bicycles free, when accompanied by the owner, between this city and Wilmington. Not much of a concession to be sure, but it is the entering wedge, let us hope.

## CHICAGO.

### THE "STROLLER."

THERE is a scheme being concocted in the Chicagos to bring that club back into the League as a League club again. Conkling, Ayres, Thorne and Ellis are said to be at the bottom of it, and the first card was played

when the club's own definition of an amateur was changed, at the last special meeting, to conform to the rules adopted by the League, and it is expected that the April meeting will be the time chosen to spring a resolution that will once more make the Chicagos a League club. In the meantime a great deal of lobbying is being done by parties interested to win over a majority in favor of the scheme. I am rather in hopes this will succeed, but—???

BERNSTEIN started to attend the inaugural ball at Washington, having had a full dress suit made that was a dazzling display of triumph for the skill of tailor and jeweler. I have not heard of his success there, but if any of the Washington cyclists saw a suit of the kind described, covered with diamonds, etc., they may know it was "our Sam."

I SEE that our Chief Consul has appointed Lumsden as Local Consul for the South Division, and Arthur is busily engaged in

getting recruits for the League. Whether this is part of the scheme of Ayres, Conkling & Co., is an open question.

THE Douglas Cycling Club, following in the lead of the others, has become a corporation, with all the power appertaining to the same.

By the way, I see Skinkle has joined the League again. How is this, William? Have you changed your mind in regard to that organization, or, as President, do you think it a duty you owe the club to be a member once more?

JOHN CORY thinks a good deal of his moustache, but owing to an accident he had to part with the same. If you would smoke a good cigar, just go around and ask John to explain the accident, and see how quickly he will offer you a cigar to say nothing.

THAT long talked of pool tournament has finally taken shape, and the first games will be played at the Chicagos' club rooms Wednesday, March 13th, between a team from the Lincolns and one from the Chicagos. It is even money at the present, on the result.

CAPTAIN ROE had thirty men in line for a run through the Parks. A pretty good showing for this time of the year. And how the safeties did loom up; more safeties than ordinaries. The safety craze has struck this burg hard.

It is extremely doubtful whether Van Sicklen will enter the Pullman road race, or do any racing at all this year, his better half being most emphatically opposed to it, owing to his severe accident at Buffalo last fall.

OAK PARK now has a cycling club, with K. S. Doan as President, and the speedy Maas as Captain, and a membership of seventeen as a starter.

GARDEN is still worrying as to the disposition of the Challenge Cup he has given to be contested for; but whether it shall be by individuals or by teams is the sticker. The Chicagos and Illinois are in favor of team races, while the other clubs say no. And Bob is in a quandary, therefore.

## BALTIMORE.

### "NORVAL."

A SPECIAL meeting of officers to examine the work already completed on Mr. Kirkwood's road-book was held at the Maryland Club on Thursday night, March the seventh. It was thought that a copy of the Pennsylvania, Maryland and New Jersey book which is being prepared by the Pennsylvania Division could be obtained by that time so that the two could be compared. This proved impossible as that work is still in the hands of the compiler. A mass of manuscript and sample pages was submitted by Mr. Kirkwood. The work was much thought of by the Board of Officers and Mr. John D. Lord Jr., Chairman of the Rights and Privilege Committee was instructed to draw up a contract with Mr. Kirkwood. This road-book should draw many new members in the League as the cost of the volume alone would come to nearly as much as the expenses of joining. The book will be gratuitously distributed to every member of the Division.

THE Maryland Division went solid for Jessup at the late election. He has acknowledged the favor by writing the Chief Consul and thanking the Division most heartily.

THE Crescent Club have purchased the new house on the corner of Boundary avenue and Barclay street which they will handsomely fit up for a club house. The club now has eighteen riding members besides a number of honorary members. Eight new members recently joined and it is in a flourishing condition. The club will be incorporated this week.

THE annual meeting of the stockholders of the Maryland Club was held Saturday, March 9th, at their club house on Mt. Royal avenue. About sixty members were present. The report of the trustees was read, showing the club's financial condition to be satisfactory to the members and stockholders. The revenue for the past year was over \$1800 in excess of all actual expenses during the same period. So satisfactory was this showing considered that the 530 shares of stock remaining in the treasury unsold were eagerly subscribed for, thus completing the entire capital's stock of 2000 shares. The old Board of Trustees consisting of Moses Morris, Yates Penniman, James D. Mason, E. F. Le Cato, S. T. Clark, H. E. Brown were unanimously re-elected.

## BUFFALO.

### "ALI BABA."

THE theatre party which was to be given by the Buffalo Bicycle Club, in honor to Miss Pauline Hall, didn't materialize. Yes, the fellows were all going, but they couldn't just for once (including your humble servant) bear the thought of going without being individually accompanied by some one of the gentler sex, so it was that each went with himself and another. It is safe to say



that less than a dozen of our club men failed to witness Miss Hall's brilliant and charming performance. If we did fail to keep our promise we hope that we are forgiven, and we wish to assure Miss H. that she occupies a very warm place in our hearts. [Whew! she *did* strike hard.—ED.]

THE final reception of the Buffalo Bicycle Club, for the season, was held last Friday evening. There were guests present from New York, Rochester and Erie. These receptions are exclusively club affairs, and have been the source of much enjoyment. We hope there will be just one diversion from this exclusive rule next season. I must not say more for fear of disclosing an important secret.

MISS IDA BENDER addressed the Women's Wheel Club last Monday evening, in the reception rooms of the Buffalo Bicycle Club house. The parlors were well filled. Miss Bender spoke on the subject, "Woman."

THE question of another hundred-mile run, on Decoration Day, is receiving some attention, and possibly will soon take definite shape.

THERE will be a large demand for safeties this season, and from reports, it will not be a novelty next fall to see the ladies riding the safety bicycle. Mr. C. N. Bowen will have a department, in charge of Miss Chase, to sell and to teach the ladies how to ride the lady's bicycle.

THE Zigzag Bicycle Club is still (according to latest report) looking for a larger and finer house. I would suggest that they rent a house somewhere near the front. I believe that the membership could and would be doubled before another twelve month. Look well on the question of good surroundings, and it will pay in the end.

THE speech in answer to the toast—The Ladies—rendered by Mr. Jenkins, on the occasion of the late banquet, was a most able effort most ably delivered. It was a speech that stirred the feelings of all who heard it; and Mr. Jenkins is a benedict, too!

#### PORKOPOLIS NOTES.

##### "STAR."

IN a testimonial in a recent number of the *WORLD*, the writer speaks of his new machine as a "poem," a "sonnet," a "tune on a hand organ," etc. The aptness of the metaphors is, at first, not apparent, but what is a poem without "feet," or a cycle without (cyclo)"meter?" Both must be well handled. The admirers of each rave over the beauty of the "lines." The originators of each are apt to grow rich. The beginner at each generally finds that it is up-hill work, though that depends on who "sonnet." The public may "tire" of their praises for they are often manipulated by "cranks." They may be light, heavy or very ordinary. They may be "ode" for. There's the poetry of motion. The "figures" of the riders, as well as those of the writers, are often criticized, but it is perhaps unnecessary to pursue the subject farther, as every one will no doubt see the bearing of these remarks.

THE *Enquirer* man speaks of a road race that is soon to be held on the Harrison Pike. Why, there isn't a level place on the road long enough to be measured! Think of a road race on a course made up of steep hills, some of them over two miles long! Nixey! The race may be held—in the editor's mind—but the fool-killer would make sad havoc among the contestants.

THE hill-climbing contest on Sycamore Hill, for which Mr. Bennett is to offer three prizes, will take place on the morning of the last Sunday in March. A committee of prominent wheelmen will have charge of the event. Entries may be made with Mr. A. A. Bennett, 6 East Fourth street. The contest will be open to any amateur wheelman, no matter what kind of a wheel he may ride.

THERE is some talk of a combined run to the "Zoo" next month. If it is intended to make it a combined run, in fact as well as in name, it should not be attempted unless the officers of the different local clubs pledge themselves to see that the members of their clubs do attend, otherwise it will be what is commonly called a fizzle.

#### NEWS

##### AND COMMENT.

WE can scarcely say "the riding season will soon be here," because during the winter of 1888-89 the riding season has scarcely ever been closed. But we do notice a change in the song of the paragraphist, who finds less and less in the social phase of the dormant cyclist to discuss, and more and more in the normal out-door road life of the rider. We are glad of it; the dormant, inactive phase is a necessity, but it is none the less galling to the ardent cyclist.

ON March 29th look out for our big edition.

MR. A. E. SCHAAF and Mr. C. Seig, both of Chicago, called in to see us last week. Seig says that the Chicago men are backing Lumsden. In the meantime all Chicago wheelmen are hunting for "the Stroller."

THE Arnold medal, given for best mileage for 1888 of the Binghamton, N. Y., Wheel Club, was won by the feather weight member, H. Y. Bresee, the "old man" of the club. His mileage was 2500.

AT the annual town meeting at Bridgewater, Mass., March 4, it was voted to purchase a stone crusher, for which \$3000 was raised. Would that all towns would go and do likewise.

IT is said that the three bills now before the Pennsylvania Legislature are defective and so the Engineer's Society of Western Pennsylvania is formulating a bill which it claims will be nearer covering the ground in a satisfactory manner. One of the provisions will call for the creation of the office of Road Supervisor in each county, who shall be elected or appointed for a term of not less than four years, and who shall have general charge of the construction of all roads outside of the cities. It is the intention to provide also that all roads hereafter constructed throughout the State shall come up to a certain standard, which will equal in point of excellence any to be found throughout the country, such as are to be met with in Ohio and Kentucky especially. There will also be some provision made for the collection of the road tax and its use in employing competent men to do the work, instead of as now, allowing farmers to "work out" their tax in a slipshod way.

"ONE of the" 1000—or less. At the office of the *Squeal* there was received an electrotpe from a dealer, which was carefully wrapped in a late copy of the *Wheel*. Will the editor of the *Squeal* please make a note of that?

IT has been rumored that the Albany Wheelmen and the Albany Bicycle Club will join forces and become one. Perhaps?

THE rumor of the disbandment of the Cambridge, Mass., Bicycle Club is without foundation. Mr. John Read has lately joined the club.

"VERNON" writes us: "The Minneapolis, Minn., Bicycle Club folded its tent and quietly stole away from its old quarters, and moved up to a fine suite of rooms over the Citizens' Bank. By the next meeting the rooms will be provided with a billiard table, velvet carpets, upholstered chairs, etc. Some of the 'hustlers' of the club tendered their services and secured fourteen or fifteen new names, and handed them in at the last meeting. There is no reason now why we will not have a substantial boom. As soon as the rooms are finished the club will have an 'opening,' at which every wheelman and his friends will be cordially invited, and they can be assured of having an elegant time, as the boys will be well fixed for entertaining visitors."

OUR big edition will be issued under date of March 29th.

"SENATOR" MORGAN is in Omaha yet, and has captured the town by his "genial and gentlemanly bearing."

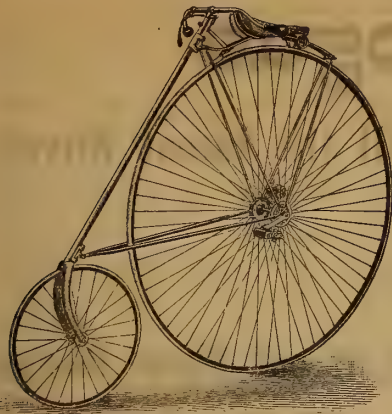
THE "lady cyclists" will invade Omaha, and so Omaha is blissfully happy.

VERILY the Hagerstown men are taking time by the forelock. Although we are writing this item in March, we hear that the Hagerstown, Pa., Club are making vast preparations for a big race meet in their city, to take place July 4th. The intention is to make this a meet of three days' duration. The second and third days will be devoted to runs to the different points of interest, Antietam and the South Mountain battlefields, Fairview and Penmar. The management will send out several thousand invitations.

THE Executive Committee was taken care of last Sunday, while in Boston, by Dr. Emery, A. Robinson, Abbot Bassett, Jack Seward, Percy Libby and the editor of this paper. We think the Executive Committee, collectively and individually, enjoyed their visit to Boston.

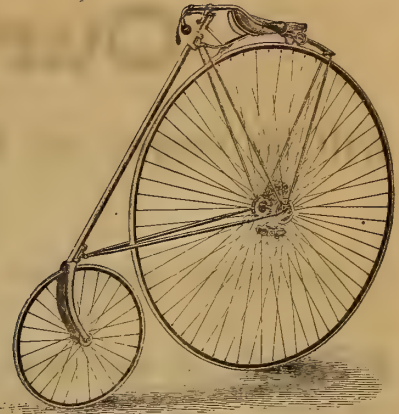
CHIEF CONSUL EMERY, of Massachusetts, went down to New Bedford last week, and gave the cyclists of that venerable Massachusetts town a forcible argument as to why all wheelmen should be League members. The key note of how to meet the objections that may be advanced by the country members is contained in the following sentence, taken from the doctor's speech: "The only opposition expected is from the country members, who are afraid that their constituents will object if they saddle more taxes upon them, but when the weight of the argument that everybody in the State will be benefitted by better roads is fully appreciated, these members will probably pocket their objections." That is the point tersely put. Improved roads will be a universal and public benefit. Ring the changes on that sentiment, and divest the rural non-cycling mind of all thoughts that the improvement idea is a something to benefit cyclists only.





No Headers.

# THE EAGLE.



No Levers.

Yes; The "Eagle" will climb a hill. It can be ridden up any hill that has ever been climbed on a Cycle.

No; It will not tip over backward as soon as you mount it, that is, if you know how to ride it.

Can you mount it? Well, we think you can, unless you have less than the average ability as a rider.

No; The position is not pushing backward; but directly downward, and is almost identical with that of walking; it is easy and natural, and an "Eagle" wheel can be ridden a great distance with very little fatigue. It is well adapted to rough and hilly roads, and can be ridden with ease and safety where it would be impossible to go on an "Ordinary."

These statements we are prepared to practically demonstrate, and] are doing so daily, to the complete satisfaction of all who visit us

If there is not already an agent for the "Eagle" in your locality, we should be pleased to hear from you.

**THE EAGLE BICYCLE MFG. COMPANY,**  
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THE Pagerian methods of asking a brother scribe to proceed to Hades, when things don't go to suit the aforesaid Pagerian taste, shows a wonderful appreciation of what consists of "a pretty wit."

MR. WARNER, of St. Louis, is probably "Hawkshaw's" missing "Jules Benezac." It is said that Dr. Winthrop removed 841 "polypi," but from the looks of things, he did not succeed in getting them all out.

J. PHIL PERCIVAL, Vice Consul of Los Angeles, Cal., has returned from San Francisco, where he went to induce the California Division, in meeting assembled, to hold the State meet at Los Angeles, on May 30. It was decided to hold the meet there, and the local contingent is jubilant. Work will at once be commenced on the preliminaries of the meet, and the success of the event is a foregone conclusion. Elwell, of 'Frisco, will be on hand, and the coast record (2.48) will have to go. The races will be held at Agricultural Park, the best track in Southern California, and it will be put in prime shape for racing and records. Time medals will be given. In the evening a grand ball at the Pavilion will take place.

A CORRESPONDENT gives us the following good one on Jack Prince: "Last Sunday Prince came into the Omaha Wheel Club room and asked me to go over to Council Bluffs with him. He said that he knew an old man there that had a pure English greyhound (Jack's favorite dog) for sale, and he wanted me to go over with him to inspect the purp. We started out, and had to walk about a mile and a half through the mud of Council Bluffs to an old hut. The old man would hardly speak to Jack at first, but finally he brought out his dog, a magnificent blue hound, and after a good deal of talking, closed the bargain at ten dollars. "But," he said, that "before he sold the dog he had to see the ould woman about it," who was lying sick in the house and wasn't expected to live very long. The dog had always been a pet of hers, and the old man couldn't sell him without her consent. He stayed in the house about ten minutes (during which time the dog amused himself by tearing a piece out of my overcoat), and when he came back (the old man, not the dog) he told us that his wife wouldn't part with the brute. But he added, "the dhoctor says that the ould woman can't live another week, an' if yez will come over nixt Sunday, sure she will be dead, bliss her soul, and I will take the tin dollars for th' crayture." If chances are favorable, Jack says, he will have the dog next week.

THE following is taken from an exchange, and will probably be read with interest by wheelmen generally: "Tom Eck is going to settle down, and the cycling racing circuits will know him no more, at least for a time. Eck will go down to history as the cycling Romeo. He is a living example of the proverb which tells us that the river of true love runs riotously in leaps and bounds. He is yet rarer as a man who was compelled to elope with his own wife, the general fashion now-a-days being to elope with some other party's wife. Eck will open a store in Minneapolis."

Do we call ourselves civilized and are we living in an enlightened age? When we read such items as the following we doubt it: "Our roads are in a horrible condition, practically impassable for horse and vehicle. A man in a hurry can save time by going a-foot." No, this is not an uninhabited section, but right in the old Nutmeg State. Where is your vaunted New England enterprise?

ACCIDENTS will happen, so it seems, and we are sorry to note that a small boy was accidentally knocked down by a cyclist in Bridgeport, Conn., and quite seriously hurt. We hope this was not another "sidewalk" outrage.

#### DEAR FOURDRINIER.

TIMBUCTOO, March, 1889.

Dear Fourdrinier—For a bumptious boasting bounce the *Squeal* carries off the palm, but for a practical wheeling newspaper the *BICYCLING WORLD* leads.

X—Y—Z.

[The above is a specimen of the 9999 letters on this interesting subject which we have received from our readers.—ED.]

#### EUROPEAN TOUR NOTES.

THE limit having been increased to 30 there are now four vacancies. We trust that if there is any one who wishes to join us he will notify us to that effect at once.

Most cordial letters have been received from Irish and English wheelmen, and it is very evident that we shall not be allowed to get off the right road or feel lonesome while in those countries.

The route through Germany has been changed a little so that it now includes the famous Black Forest.

In Paris arrangements have been perfected to lodge the party at Hotel De La Tamise, Rue et Alyer, a most advantageous location, and a quiet homelike hotel, whose proprietor speaks English.

#### SOME MEN I HAVE MET ON THE RIPLEY ROAD, AND FAIN WOULD MEET AGAIN—BY "JACK."

IT is a person of diminutive calibre indeed, who does not interest one. Even the prosaic Jones, Brown or Robinson of commerce, the man we meet in every day life, has some besetting sin or virtue, some vagary or eccentricity which makes us remember the man— which either repels or attracts us—which forces us (*volens volens*) to recollect him even after his face is no longer familiar, or at best a mere "composite photograph" of the race which is said to owe its origin to the Father Adam and the Mother Eve. He may be one of those ordinary "Queen's subjects" or "American Citizens" who has little or no physical individuality, who wears orthodox clothes (a thing the writer was never known to do) but there *is* something about the man that stamps him a "character" and one to be remembered. The man who is nothing more or less (as the great Carlyle puts it) than "a forked radish with an artistically carved head," a mere mortal such as one sees derby-hatted and faultlessly attired on the streets of the city every day, has but little charm or attraction for the student of wondrous human nature. Of the man who repels, I have *nothing* to say, as it is a waste of space and an impertinent encroachment upon the filthy ground of libel. Of the man who attracts and interests I have a few words. I deal solely with the man whom I have met and fain would meet again in connection with our sport of cycling.

There are few sports which can show as many intelligent and gentlemanly deciples as cycling, unless perhaps it be the "contemplative man's recreation," the sport which is ever associated with Isaac Walton, the father of anglers. There is generally something very admirable about an enthusiastic fisher. Almost invariably an admirer of nature and a student of natural history he saunters forth with his airy tackle to the brook that he may there, by means of skilful wrist and light hand induce the "lusty trout" or striped bass or "grayling" to book with longing eye at his fly. The only thing that can be said against the angler is that he is underhand, stragetic and deceptive in his fish luring methods, and imposes upon the credulity of his finny captives. With the cyclist there is no fault to find. There is nothing but good will toward man and beast in the heart of the true cyclist.

"He liveth best, who loveth best  
All things both great and small,  
And the same God who loveth us,  
He made, and loveth all."

True it is, that wheelmen may be suicidal through enthusiasm in regard to *pace*, but in time he will be careless whether it is 8 or 15 miles an hour he travels, and that cycling to be enjoyable and recreative and beneficial, must be taken, not in excess, but in *moderation*. And what is moderation to a strong deep-chested fellow, may mean ill health to a weaker brother. But I challenge the world to produce a case where proper and moderate indulgence in the sport has ever harmed a man or woman.

But to return to our little subject. Among the men who have, by reason of their personal qualities and magnetic attractions, endeared me for all time to them I must mention, first and foremost, two men who "hold the fort" (excuse the expression which suggests a sacrilegious hymn introduced by two religious mountebanks, and which lacks all that is likeable and beautiful to a person with any musical perception) at 152 Fleet street, London (E. C.). Two better hearted, better bred, and more likeable gentlemen than Wm. McCandlish and F. Percy Low, of *Wheeling*, do not exist, in my humble opinion. When I want to find two English gentlemen I know exactly where to go. Wm. McCandlish, or "Mac," as he is known to his friends of the cycle fraternity, is a small boned, refined looking man, who has grown more to mind than to matter, and who can say some awfully irritating things when he has a will to, especially when he smiles that sarcastic smile of his and laughs his carefully-constructed, musical laugh. His "chum," F. Percy, has the name of being a "cynic," but if I mistake not there is more of that same in "Mac" than in F. Percy. A "neat" little man is McCandlish, always irreproachably attired, ever modest, and smiling "a smile that is child-like and bland" when he hears a "fishy" story.

Mr. F. Percy Low is of the thorough English type, and shows good proportions. Quite a comfortable load for a tricycle is Mr. Low; quite a sceptic on the marriage question, and ever posing as a cynic, but in this respect he is an out-and-out fraud, for there is no room under Mr. Low's waistcoat for an unkind thought; generous and good hearted to a fault is this gentleman. There is not a good theatrical plot with which he is not familiar, and he has a great deal of the get-up of a well-to-do gentleman-actor, and indeed his friends in the theatrical profession are very numerous, especially "Professor" Jimmy Nelson, one of the "Old Guard." Some of the kindly expressions of the above gentlemen I never shall forget.



A still more portly personage is Mr. C. W. Nairn, of *Wheeling*, one of the "*Wheeling crowd*," or trio. There are few men in or out of *Wheeling* who have such a decided taste for the fair sex, or such a *penchant* for their company. Early on a summer morning, C. W. may be seen toiling up Esher hill, with a fair young creature on the front seat of the tandem. They are bound to go to Ditton or Ripley, though on a muddy day Cobham or Oakham has been known to receive them joyously on a quiet English Sabbath morn.

But look! half a mile away on the "*Fair Mile*" is a cloud of chalky dust, the size of a man's hand. The cloud comes nearer, and discloses two stalwart figures on a tandem tricycle. It is Charlie Liles and Harry Swindley, the London representative of the *Cyclist*, both of the Ripley Road Club and good riders. "Hello, Champagne Puvy," squeals Liles, as he lifts his closely cropped head off the front handle-bar. "Going to Ripley," pants Swindley, "come on, as we are not going to lag," and on they go at a 3-30 clip, as Swindley is going to read "the lessons" in the quaint English chapel at Ripley. And they don't lag; Liles is a "corker." A little, very strong and active man is he, very handy with his paws on a "road hog," when occasion demands, and a true artist in optic decoration. Well does he know where to lay on the effective tints. There are too many joints and hinges about Liles for the ordinary man to tackle him, and when he screws his eyes up and buries his neck and head in his broad shoulders there is not much left of his cranium except his hair, which is short as velvet pile.

(To be Continued.)

#### AN EVENING WITH THE DENVER BI. CLUBS.

THE writer made two calls, one evening a few weeks ago, at the rooms of the two local clubs, and was very pleasantly entertained at both, though the manner of entertainment was quite different. In the one case he was shown some of the relics of blood-curdling adventures while on club runs. Here was a two-inch cotton-wood stick, three feet long, which the dauntless Captain had once used for a handle-bar, while caught in very close quarters.

He was leading a run one day through the wildest part of the Rockies to be found in the vicinity of Leadville, when, while going at a three-minute gait down an almost perpendicular hill, a pack of fierce and blood-thirsty wolves were seen only a short distance ahead, intercepting the way.

It was a critical moment, and a time when one must think quick. The gallant Captain was equal to the emergency and he "thunk," and sounded three short, quick notes on his fog horn, which his followers understood to mean, "pump like —." They pumped.

The leader, as he came face to face with the man eaters, gave a mighty pull on the handles and lifted himself, wheel and all, over the backs of the herd; the others followed, and all landed safely on the other side, but, horror of horrors, the awful strain had snapped the Captain's handle-bars in two, and the wolves in hot pursuit.

Again he must act quick. It is needless to say he acted.

Just as he was passing beneath a huge cotton-wood tree, he whipped his pen-knife from his belt, and with one dexterous lung had severed the necessary stick from the mother trunk, and in less time than it took him to tell it, the branch was firmly lashed to his head (of his wheel) with a shoestring, and the entire company wheeled up to their club house without further adventure.

When the Captain had finished this recital, which, by the way, had been heard thirty-seven times by every one present but myself, he drew a long breath, wiped the beads of perspiration from his noble brow, lit a cigar and said no more.

Silence reigned for several minutes, but was finally broken by the soft voice of the Second Lieutenant, who, picking up a pair of small sized boulders from a stand, said: "Do you see those stones?" We acknowledged that we had that pleasure.

"Well," he continued, "you would not think those identical stones had been hurled clear through the brain of a huge mountain lion, would you?" Again we agreed with him.

Shifting his left leg over the right, and drawing a cigarette from his pocket, he said, in scarcely audible tones, "I'll tell you how it happened."

Although he spoke in a whisper, his comrades heard him. He was silent; I looked around me to see why he did not continue, when I discovered that we were alone, he had cleared the room, and I left him, reflecting upon the unkindness of the human race in general and his companions in particular, for he has never yet been able to tell that story in the club rooms.

Sauntering over to the other club house, I had no heart for the amusement that was in progress there. Billiards, cards nor genial conversation had any charms for me, my heart was filled with compassion for that unfortunate individual who had never been given an opportunity to let the world know what a narrow escape he had had from death at the hands of a huge mountain lion.

AMERICUS.

#### IN MEMORIAM.

At a meeting of the members of the Keystone Bicycle Club, held in Pittsburgh, Pa., March 6th, 1889, the following preamble and resolutions were adopted:

*Whereas*, It has pleased an all-wise Providence to remove from his earthly career our late fellow-member, FRANK MAGILL, be it

*Resolved*, That, in this sad bereavement, we tender to his family our most respectful feelings of sympathy and regret, and that in his death this club has lost a most useful, attentive and worthy member.

*Resolved*, That a copy of these proceedings be sent the family of the deceased and placed in the records of the club.

#### HARVARD NOTES.

At the last meeting of the Harvard Bicycle Club it was definitely decided to hold a race meet during May next. The following committee was appointed to make all arrangements: Baldwin, '81; Davis, '97; Brown, '91; Codman, '91; Greenleaf, '92; Bailey, '91; and McCammon, '88. After the regular meeting of the club was finished the committee held an extemporary meeting. It was decided to have the meet on May 11th if possible. The prizes are to be valuable, and every inducement will be given to suit racers and to make the races interesting to the spectators, by means of handicaps and short-distance races. The track on Holmes's Field is a quarter-mile cinder path, and is kept in the best condition of any track in America. In the short-distance races not more than three men will be run together, and in the long distances not more than six, in order to avoid any chance of an accident.

The H. B. C. also voted to hold a Hare and Hounds' chase during April, and a handicap road race during June. It is probable that the latter will be open to inter-collegiate athletes and Technology men. The following committee was appointed to make arrangements for these: K. Brown, '91; G. H. Merrill, '90; and E. A. Bailey, '91.

It is pretty well known that the Institute of Technology is going to challenge the Harvard Club to a road race this spring. A number of Harvard men have already begun to train for this race and the road race.

#### DINNER TO THE EXECUTIVE COMMITTEE OF THE L. A. W.

PRESIDENT LUSCOMB, First Vice President Dunn, Second Vice President Lawton, Secretary Bassett, Chief Consul Emery, Vice Consul Robinson, Mr. C. E. Pratt and C. W. Fourdrinier were dined at the Algonquin Club by Col. A. A. Pope, last Saturday evening. The affair was a most delightful one. The dinner was fully up in excellence and elegance to the usual standard of the Algonquin. After the coffee had been disposed of and the cigars had been smoked, the party, under the guidance of Col. Pope, went over to the Athletic Club and viewed the attractions of that palatial club house. From thence Mr. Pratt took the party under his care, and extended the hospitality of the St. Botolph Club. Taking all in all the guests of Col. Pope and, later on, Mr. Pratt spent a most enjoyable evening, and one which will, no doubt, linger as a pleasant memory in the minds of all who were the fortunate participants.

#### HOW TO CURE A SPRAINED ANKLE.

John Smith is a well known trainer and he thus describes his *modus operandi* of curing a sprained ankle: "When a person gets a sprained ankle," said "Happy Jack" yesterday, "he goes to a physician, has the leg painted with iodine and stays in the house for a week or ten days. How I cured John L. Sullivan of a sprained ankle will serve to illustrate my system. I found John L. in his saloon in Boston, laid up with a badly swollen limb. He asked me what I could do for him, and I went to work.

"What's that?" said I, taking his foot and removing a lot of bandages.

"My doctor has painted my foot and ankle with iodine," said Sullivan.

"All right, I will fix you," said I. I went over to a grocery store and got a pound of common soda. Then I got a pot of boiling water, put it in a tub and put the soda into it. Then I got some woolen rags, dipped them in the solution and wrapped them around the injured member. I wrapped dry cloths around on the outside, so that the steam could do its work thoroughly. I changed the bandages every fifteen minutes and had his nurse do the same when I went home that night. When I called the day Sullivan was all right. It would have taken two weeks for that iodine to have done its work."



## ROUTES.

## FROM CHAMBERSBURG TO WASHINGTON.

*Editor Bicycling World:* In your issue of March 1st, No. 19,911 wants to know the best route from Chambersburg to Washington, D. C. The following route I have tried and enjoyed—most of it.

Chambersburg to Greencastle 11 miles C. V. Railroad, never good on road.

Greencastle to Williamsport, fine pike; Williamsport to Falling Waters, tow path; Falling Waters to Martinsburg, fine pike; Martinsburg to Winchester, fine pike; Winchester to Berryville, fine pike; Berryville to Charlestown, good pike; Charlestown to Harpers Ferry, good, bad etc.; tow path to Washington which is fine in some places and bad in others. Unless I am very much mistaken it makes the route about 150 to 160 miles. Will be very glad to give any other information as to hotels, consuls, time tables etc. Fraternally yours, W. G. NIXON, No. 19,205. Chambersburg, Pa.

## ANOTHER.

*Editor Bicycling World:* In answer to the request of "No. 19,911" for routes, I give the following:

Chambersburg to Washington, D. C.—Chambersburg to Greencastle, 12 miles, dirt road; Greencastle to Hagerstown, 12 miles, pike; Hagerstown to Antietam (see Butterfield), 14 miles, pike; Antietam to Potomac river, 3 miles, dirt, bad; tow path along river to Washington, 60 (?) miles, probably more, no good stopping place after passing Harper's Ferry.

Alternate route—Chambersburg to Hagerstown, as above, 24 miles; Hagerstown to Frederick, 26 miles, pike; Frederick by Baltimore pike to Cooksville, 24 miles, pike; Cooksville to Brookville, 10 miles, dirt; Brookville via Norbeck to Washington, 20 miles, pike. This route offers better surface for bicycling, but is quite hilly.

The only route from Washington to Oxford, Pa., is to reverse Routes 49 and 29 (A) of Pennsylvania road book.

Yours very truly,

No. 6992.

Baltimore, March 4th, 1889.

## PHILADELPHIA TO GETTYSBURG.

*Editor Bicycling World:* In reply to L. A. W. 19,308, who requests a good route from Philadelphia to Gettysburg, Pa.:

First leave Philadelphia on the famous Paola pike to Paola, continue on through the following towns, as per Route 26, in the Pennsylvania, New Jersey and Maryland Road Book: Downingtown, Coatsville, Wagon-town, Compassville, White-horse, Intercourse and Bird-in-hand, hence into Lancaster City. From Lancaster you have twelve miles of fine pike to Columbia, on the Susquehanna River; cross the river in a closed railroad bridge, 1-1.8 miles in length (good riding through the bridge), to Wrightsville; climb the famous hill on the main street of this town, then proceed on a rolling, good, limestone pike through Hellam to York; now from York to Gettysburg there is a route given in the road book, as follows: From York to East Berlin, Hunterstown to Gettysburg; also one as follows: From York to Abbottstown, to New Oxford, to Gettysburg. The greater part of both of the above routes the roads are vile, the worst in this part of the country, therefore I advise the tourist to take the following route from York to Gettysburg: Leave York by West Main street on a good stone pike, proceed for 15 miles to Abbottstown (this pike is from fine to medium); the first part out of York for five or six miles is very good; upon arriving in the square in Abbottstown, turn left into the Abbottstown and Hanover turnpike (which is fair riding), continue to Hanover, 6 miles. Between these two towns a series of hills will have to be climbed; they are known as the Pigeon Hills; they are sure to strike terror to a tourist's heart upon seeing them for the first time, but they are not near as bad as they look; can easily be climbed on an ordinary, also coasted, but with care. Upon arriving at Hanover let No. 19,308 call upon me at No. 7 Baltimore street, and I will explain it more fully. Now from Hanover to Gettysburg, distance 14 miles; the first 2-3 miles is a good limestone pike, and the rest a country clay road, which is good in dry weather but very bad after a heavy rain; it is generally good riding in the months of June, July, August and September. This route continues on to Hagerstown, Md., hence down the Shenandoah Valley to Staunton, Va., which is the finest ride in the East. Hoping the above will meet the approval of No. 19,308, and also that you will kindly publish the above for his benefit and all others wishing to tour through this part of the country, I remain, Yours respectfully,

FDW. W. BAIR, L. A. W. No. 17,370,

Local Consul for Hanover.

Hanover, York County, Pa., March 4th, 1889.

## ASPHALT BRICKS.

Now that the roads improvement and paving question has become one of national importance, anything appertaining to the question is read with avidity. In Camden, N. J., works have just been completed for manufacturing asphalt bricks, the *modus* of which we give below, taken from an exchange:

"Near the main building a shed, 100 by 40 feet, with a capacity for holding 3000 tons of stone, is used for the storage of the hard blue limestone, which is used in the manufacture of the blocks. About 120 tons of this stone are used per day. The 'crushing room,' where the stone is ground or crushed, is of brick, and all the machinery in this room is automatic, the operator of the 'crusher' being the only person employed in it. The machine used has a capacity of ten tons an hour. The stone, after being prepared, passes through a revolving drum in the heater, which makes one revolution per minute and is six feet in diameter and 30 feet long. The crushed stone passes through the drum in 20 minutes, after which 87 per cent. of it, with 13 per cent. of asphalt, is placed in a 'mixer,' which mixes a charge in three minutes. From this machine it is passed to a 'press' and moulded into bricks 4 by 5 by 12 inches. The press has a capacity for turning out 8000 bricks in 11 hours. The blocks when pressed are 270 degrees Fahrenheit, and are run through a carrier 100 feet long, filled with water, for cooling purposes. The blocks are then placed in the yard under a storage shed.

The works have a capacity for making 3,500,000 blocks per year, and it is stated that 2,000,000 blocks will be made by next June.

## CYCLING AND HEALTH.

WE take pleasure in printing a portion of the speech delivered by Dr. Danelson, at the banquet of the Buffalo Bicycle Club. Said he: "I am a firm believer in muscle. With good physical development we have good will power. With these qualifications results follow in spite of circumstances; while on the contrary, the feeble-bodied and feeble-minded are controlled entirely by circumstances. As a member of the medical profession, it may be expected that I should say something of the effects of the bicycle upon the rider. Occasionally we see in the public prints a startling statement that the learned Dr. Blank has discovered that bicycle riding causes this or that serious disease. And of course he has had in his private practice not a few of these cases to treat. I am not speaking about accidents, for these are likely to happen in all sports.

Now, how about these "serious diseases?" Let us look the ground over, not as professional experts, but in a common-sense, matter-of-fact manner. It is contended that the exposure in the excessive heat of summer is likely to lead the perspiring wheelman to seek cool retreats and refreshing breezes for his comfort, and that this induces colds and rheumatism. The closest observation does not warrant this conclusion, and we all know that there is no truth in such a statement.

Again, that the exposure to sudden showers in the spring and summer, when the system is fatigued also tends to a rheumatic condition. This looks well in theory, and only as such. I remember very well on one occasion being thoroughly drenched to such an extent that my boots were filled with water. I concluded my ride and in the house, finished the bath begun so unceremoniously out of doors, and when again in dry clothing I felt the better for my experience. As far as my observation goes, there is little rheumatism among wheelmen. I account for it by the fact that the rider of the cycle is an advocate of the bath. Blood diseases are not likely to appear when the skin is kept active. Every one of us knows that wounds and abrasions heal promptly, and we have yet to learn that broken bones do not unite with greater facility among athletes than any other class.

Another group of serious diseases are those that effect the brain. It would seem—that with the thermometer in the nineties—that the bicyclist would fall an easy prey to sunstroke. In a vast experience and acquaintance, covering over five years, I have not heard of a single case of sun-stroke. My own experience demonstrates that the steel pill is a good remedy for congestive headache, sleeplessness is dispelled by the same remedy, and the brain worker will find in this course the greatest relief from his fatigue. Often when completely tired out by office work, I have reluctantly mounted the saddle, but a ten-mile spin and a bath have worked a perfect regeneration. Headers are likely to cause concussion of the brain, but it is the exception when wheelmen do not recover from this grave malady.

Diseases of the heart follow over-exertion in every kind of labor, but who can tell of a single instance of this character that has compelled the rider to abandon wheeling. There is one kind of heart disease that sometimes thins our ranks, and that is marriage.

A statement was made in the *World* a short time ago by a physician that bicycle riding was likely to induce rupture or hernia



[Only when the waist was strapped too tightly.—ED.] I do not believe such a thing possible. There are but few wheels made in which the treadles are exactly under the saddle, and even in these the rider does not sit erect. When putting forth his greatest efforts his body is almost at right angles with his thighs. The strain, therefore, is through his arms, along the back and down the legs. The abdominal walls are relaxed, and on account of the rapid breathing it is almost impossible to hold the diaphragm in place more than a moment at a time, and surely not with that rigidity that will force the bowels downwards toward the inguinal canals. Hernia occurs only when the person is erect and supporting great weight.

Finally we have read that the pounding of the saddle upon the perineum produces impotency. The saddle does not pound the perineum. The curved metal at the back of the saddle gives sufficient breadth and firmness to allow the body to rest upon the pubic bones as it should."

#### WHAT SHALL WE WEAR?

*Editor Bicycling World:* The matter of apparel is next in importance after the choice of a wheel, and I think nothing could be of more interest to your readers than a discussion of the matter in these pages. There are, doubtless, many wheelmen who think that they have the cycling suit, as regards the best material, cut, color and fit, and one which is the best appearing and most durable. If some of them would send short descriptions of these *ne plus ultra* suits (taking it for granted that they exist), they would greatly oblige the less fortunate riders of the more numerous class, who have failed thus far to get an outfit that was a success. Let us hear from the lucky ones. Yours fraternally,

Canton, Ohio.

BUCKEYE.

[The question of dress is as important a one to the cycle rider as ever it was to Flora McFlimsey, but with this difference, that sweet Flora was perplexed because of her supposed lack of dress for adornment's sake, while the cyclist is strictly utilitarian, and desires to know what is the most comfortable and the most healthful. To our correspondent, "Buckeye," we would say that cut and color are undoubtedly desirable, and should engage every well regulated wheelman's attention, but the principal thing is material, and when we write the word wool, we express not only our opinion as to the proper material, but the opinion of others who have made a study of the question of dress. For hot or cold weather, wool is the thing, only in thickness to meet the demands of climate, should it vary. Let the pockets, the waistbands and the linings all be of wool. Pressure round the waist should be most carefully avoided, and in place of suspenders (Anglice, *braces*) have a band sewn round the shirt, waist high, with buttons attached all the way round, and then in the band of the breeches have corresponding button holes, and don't be afraid that you can have too many of these buttons.

As to color, why any of the grays or browns will do, tastes differ as to color, only *insist* on wool. As to cut of coat, the present generally accepted style, of a semi-military fatigue jacket, seems to be the best thing, only make it plain—entirely void of braid and other fol-de-rols.

Certain firms, whose advertisements can be found in our columns, make splendid knit jersey suits, which are just the thing for the rough and ready rider. They are cool and warm also, elastic and neat fitting, and for the rider who wants a suit for the road or track alone, they are most excellent.

The rider who avoids cotton or linen as a garment or in lining, and does not strap himself tightly round the waist cannot go far astray in his outfit. Let the clothing be woolen or knit jersey, let

it be neat and quiet in color, dispense with all braidings and gold and silver lace. With the above hints a rider will not go amiss. —ED.]

#### THE PREMIER LADIES' SAFETY.

##### SPECIAL NOTICE.

We have been informed by some of our agents and others, that they have been offered Premier Ladies' Safeties by outside parties and at a reduction from the regular price. We beg to state that no genuine Premier machines (i. e., those manufactured by Hillman, Herbert & Cooper, limited) can be purchased in this country, except from us or our authorized agents. Our Special Premier Safety is a light machine of the highest quality and finish for either ladies or gentlemen. The price with patent leather guard and ball pedals is \$135. This is as low as a forty-six pound safety that carries the guarantee of our Special Premier can be sold. The frame of a ladies' safety, to obtain strength and rigidity, requires the finest steel, the largest weldless tubing, the most skilful workmanship and the greatest care, of any cycle made. We cordially invite comparison of the Premiers with other makes.

LLEWELLYN H. JOHNSON,

Sole U. S. Agent,

Hillman, Herbert & Cooper, Limited.

Orange, N. J., March 11, 1889.

THE Weed Sewing Machine Co., of Hartford, have the General Agency for the "Columbias" for the State of Connecticut.

We think Mr. Bidwell leads in making the first practical effort to induce ladies to ride the bicycle. This shows special enterprise. Adelphi Hall is situated quite near to Central Park, and is fitted up with nice dressing rooms, toilet rooms and parlors, etc. The greatest care will be taken to make proficient riders of the pupils, and that the ladies of New York have caught on to the idea is proven by the fact that Mr. Bidwell has already a list of some fifty pupils.

THE Columbia Bicycle Club, of North Attleboro', are celebrated for doing things up brown, and the party it gave on the evening of the 11th was fully up to the standard. Over 100 couples were present, and the toilets of the ladies were notable for their elegance. It was acknowledged to be one of the toniest affairs ever held in that town. The Committee of Arrangements were: F. I. Gorton, W. F. Swift and C. Horstmyer. The floor was in charge of President Mills. Nelson H. Gibbs, Secretary-Treasurer Rhode Island Division, was present.

W. J. NEWMAN, 7 Harvard Row, Cambridge, is showing a line of Premier Safeties, including the Special, Popular, Youth's and Safety Tandem, that are well worth inspecting. Mr. Newman has control of these celebrated wheels for Boston and vicinity, and reports a good demand for them already. Ladies should not fail to see the Special before buying a two-wheeler.

MR. JAMES A. LAKIN has made some changes in his cyclometer for the year 1889. The cyclometer for ordinaries will register 10,000 miles. Mr. Lakin is also producing a cyclometer for safeties.

THE Columbia Safety tandem, the first tandem bicycle ever manufactured in America, is now ready for delivery, and can be seen at the Pope Co.'s offices in Boston, New York and Chicago.

ONE of the newest and most novel things out in a stand for Safety Bicycles is the Buffalo Safety Stand. A. G. Spalding & Bros., sole agents. It lists at \$1.00, is small, compact and light and will hold a Safety just right. Dealers and riders will find it just the thing.

## THE KODAK CAMERA---FOR WHEELMEN.



Price, \$25.00.

THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and pressing a button.

One Hundred instantaneous views may be made without reloading, and a knowledge of photography is unnecessary. The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The "Kodak" is an article which every wheelman should possess, and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

Send for copy of Kodak Primer, containing Kodak photograph.

The EASTMAN DRY PLATE AND FILM CO  
ROCHESTER, N. Y.

HARRY D. HEDGER,

Cycle Dealer & Repairer,

473 Tremont Street,

Boston, - - - Mass.



# Read & Remember,

That Ladies can learn to ride  
the Ladies' Safety Bicycle at

**ADELPHI HALL,**

52d Street and Broadway,

**NEW YORK.**

Only a few lessons necessary  
to become proficient.

Competent and experienced  
instructors in charge.

Lessons private, only two pu-  
pils on the floor at one time.

Floor 80x100, affording ample  
space for satisfactory instruc-  
tions and practice.

Gentlemen also instructed in  
the use of the safety or regular  
bicycle.

Classes now forming.

Engagements for lessons may  
be entered in advance, and  
special hours reserved.

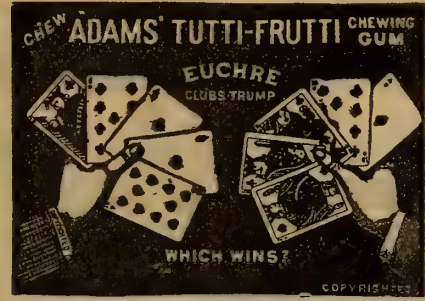
Applications for lessons should  
be made at my office.

Send for further particulars  
and terms.

**TIME PAYMENTS.**

Write to us for information in regard to  
the installment plan. New or Second-hand  
machines sold on the above arrangement.

**ST. LOUIS WHEEL CO.,**  
311 N. 14th St., - - - St. Louis, Mo.



Every Club House should have an  
**Automatic Box.**  
Address **ADAMS & SONS, 150 Sand Street.**  
**BROOKLYN, N. Y.**

**S. L. HOUSE & CO.**

**BICYCLES**

|                          |     |
|--------------------------|-----|
| Psycho or Singer Safety, | 35  |
| Tandem Bicycle, \$200    | 145 |
| Ladies' Psycho,          | 145 |
| Gents' Psycho,           | 145 |
| Royal Singer,            | 133 |
| Singer Safety,           | 133 |
| Ladies' Singer,          | 133 |
| Apollis Safety,          | 129 |
| Courier Safety,          | 95  |
| Wanderer Safety,         | 75  |
| Gypsy Safety,            | 35  |
| Little Jewel, \$12 to 25 | 35  |

Send for catalogue.  
We give you the best  
the price will buy.

**38 Van Buren St., Chicago, Ill**

**Bells, Enamel, Locks, Lan-  
terns, Spokes, Spoke Grips,  
Whistles, Etc., Etc.**

Dealers will find it to their advantage to  
send for net price list.

**WHITTEN, GODDING & CO.,**  
**PROVIDENCE, R. I.**



**LEAGUE HEADQUARTERS:**  
**12 Pearl Street, - - - Room 27.**  
**ABBOT BASSETT, Secretary.**

**T**HE Executive Committee of the League  
have been in Boston this week inspect-  
ing League headquarters and familiarizing  
themselves with the routine of League work.  
A great deal of work has been done by day,  
and, after daylight, Boston Wheelmen have  
shown hospitalities which have been appre-  
ciated by the Committee.

**T**HE books for renewals are now open  
and fees will be received from this date.  
We publish in this issue a renewal blank  
which we hope will be universally used. A  
blank of this kind is more satisfactory than a  
notice of renewal written on a note or letter

sheet. Club secretaries will be supplied  
with these blanks free of charge on applica-  
tion. Chief Consuls may have renewal  
blanks in quantities for recruiting purposes  
on application.

**T**HE books of the League for 1888-9 are  
now closed, and those for 1889-90 are  
opened. Applicants may now send \$2 and  
they will be put on the books for the year  
ending April 30, 1890. No further lists will  
be published till April 5, and on that date  
the candidates will be applicants for member-  
ship for the year impending.

**W**E are now sending out the new tickets  
and shall endeavor to keep up with our  
work. At present we can quickly respond  
to every renewal with a ticket, later when  
the money comes in thick and fast upon us  
there will be some delay. We have removed  
our coat for work and we do not expect to  
put it on again till the renewals are in and  
the summer election is over.

**N**EW YORK members will please hold  
their renewals till after April first. The  
dues of that Division are now fixed at \$1.50,  
but an amendment to the rules proposing a  
reduction to \$1.00 is now pending and till  
some decision is arrived at we cannot accept  
less than \$1.50

**League Club 214.**  
The Oakland Wheeling Club, of Chicago, Ill., has  
qualified as a League Club and is numbered 214.  
President, A. J. Stevens; Secretary, E. B. Macmillan.

**Foreign Marshal.**  
Mr. Jo Pennell, of London, Eng., is hereby appointed  
Foreign Marshal of the L. A. W. Members of the  
League who go abroad will find in Mr. Pennell one  
who is always ready to advise them as to routes, hotels  
etc., and to render such assistance as may in reason be  
demanded. Address him care of J. S. Morgan & Co.,  
22 Old Broad st., E. C.

**CHAS. H. LUSCOMB, President.**

**Illinois.**  
J. L. Baldwin is hereby appointed Local Consul of  
Onarga.  
The following gentlemen compose the Racing Board:  
R. D. Garden, T. L. Sloan, W. C. Thorne.  
Yours fraternally, **W. A. DAVIS, C. C.**  
March 9th, 1889.

**Massachusetts Division.**  
The certificates of all Local Consuls in this Division  
are hereby revoked because of the imperfect condition  
of the list. The list of newly appointed consuls will  
be published as soon as completed. Fraternally,  
**WM. H. EMERY, Chief Consul.**  
Boston, March 3, 1889.

**Connecticut Division.**  
The result of a mail vote taken February 25, 1889,  
was substantially as follows: The Chief Consul and  
Secretary-Treasurer of this Division were instructed  
and authorized to accept the terms obtained by the  
committee appointed at the last meeting of the Board  
of Officers, from the proprietors of the "Cycler and  
Tourist" a monthly publication printed at Stamford,  
Conn., said paper to be appointed the Official Organ of  
the Connecticut Division. A copy of this paper will  
be furnished each member free of charge, and sufficient  
space reserved for the use of the Division, to enable the  
printing or all official matter and the publication of  
correspondence received from members who are at all  
interested in the promulgation and advancement of the  
interests of the League at large, or who wish to have  
their views and opinions disseminated among the  
riders of the State.  
It is confidentially expected that the acquisition of  
this organ will prove to be of great advantage to the  
Division in many ways; it will be utilized as a means  
of keeping the members posted on all matters apper-  
taining to or relating in any manner to the affairs of  
*Continued in Supplement.*

**GEO. R. BIDWELL,**

**313 W. 58.**



**HOLMES & CO.**

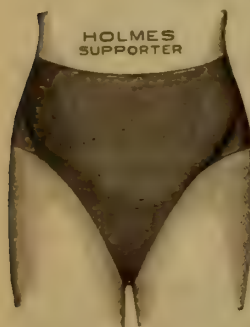
We call special attention to our New Circular for the coming season. We have added several new things to our list, which we trust the trade will appreciate.

**Jersey-Fitting Garments**

FOR

Bicycle Riders, Lawn Tennis Players, Yachting and Rowing, Base Ball and Foot Ball, Gymnasium.

League Color, Grey Mixed, Black, Navy or any Color, Plain or Stripe.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Bathers and Gymnasts, and we are told that it is the

Best and most satisfactory Supporter made.

Let every Sportsman try them.

Price, \$1.00.

Will send by mail on receipt of price.

Send Size of Waist and Hip.

**Jersey-Fitting Stocking.**

- 3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, \$1.50
- 3—1. Black, navy, grey mixed, stocking, \$1.25
- 1—1. Black, navy, grey mixed, stocking, \$1.00

Send for Illustrated Catalogue and Price List.

Manufactured by

**HOLMES & CO.,**  
109 Kingston Street, Boston, Mass.

**Browning, King & Co.**

406, 408, 410 & 412

**Broome Street,**  
**NEW YORK.**

The Only Official Tailors to  
the L. A. W.

PRICE LIST L. A. W. UNIFORMS.  
COAT, \$8.25. BREECHES, \$5.50.  
Cloth, \$2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each

**REPAIRERS** If you want SPOKES.  
" " " RIMS.  
" " " TOOLS.  
" " " PARIS.

Write to BROWN BROS. MFG. CO., CHICAGO, ILL.

**BICYCLE DEALERS,**

Send to HOWARD A. SMITH & CO.  
Newark, N. J., for '89 catalog and discount sheet. Old list cancelled.

**Howard A. Smith & Co.**

Immense Bargains in Second-hand machines for the next few weeks to make room for new goods.

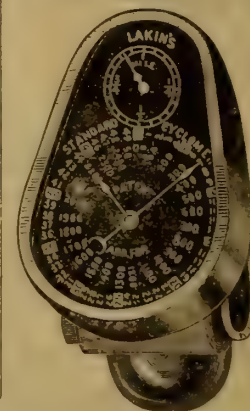
Bicycles, 42-in. to 56-in. in size, ranging in price from \$20.00 to \$95.00

Tricycles, side-steering and Crippers, price from \$50.00 to \$90.00.

Tandems—Humberts, \$100; Marlboro's, \$100

Send for Second-hand List.

**ORATON HALL, NEWARK, N. J.**



GET THE BEST!  
THE

**Standard**  
**Cyclometer.**

Greatly Improved  
for 1889.

Simplest and Best Instrument ever invented.

Registers 2500 Miles.

**J. A. Lakin & Co.,**

WESTFIELD, MASS.  
Send for Circular.



SAVE MONEY. Before YOU BUY

**BICYCLE OR GUN**

Send to A. W. GUMP & CO., Dayton, O., for Prices. Over 400 shop worn and second hand Cycles, Repairing and Nickeling. Bicycles, Guns and Typewriters taken in trade.

Factory Price. Our Price.

**NEW** 48 in. \$50 00 \$27 00

**ACME** 46 in. 45 00 25 00

**BICYCLES.** 44 in. 40 00 23 00

Rubber tires with tool bag and tools.

**Bicycle Dealers**

Should not fail to write

**A. W. GUMP & CO., Dayton, O.,**

if they are in need of any

**Second Hand Bicycles.**

Describe what you want and about what price.

Mention this paper.

**Good Live Agents Wanted**

In every town where these wheels are not already represented. Correspondence solicited.

**GORMULLY & JEFFERY'S**

American Champion Bicycle,

American Rambler Safety, for either Lady or Gentleman.

American Challenge Bicycle.

American Ideal Bicycle.

American Ideal Rambler Safety, for either Girl or Boy.

American Ideal Tricycle.

American Challenge Tricycle,

AND SUNDRIES.

**MERWIN, HURLBERT & CO.,**

GENERAL AGENTS,

26 West 23rd Street,

NEW YORK.

**SENSIBLE LOW-COST HOUSES.—HOW TO BUILD THEM.**

Our new ATLAS, entitled "SENSIBLE LOW-COST HOUSES—HOW TO BUILD THEM." Now ready. This contains plans, illustrations, and complete descriptions of 56 New, Beautiful, and Cheap Country Houses, costing from \$800 to \$7500. Shows how you can build a \$2000 house for \$1750, and how to make them handsome, convenient, healthy, light, cool, and airy in summer, warm and cheaply heated in winter. Tells intending builders of homes what to do, and warns them what not to do. Describes houses adapted to all climates. NATIONAL ARCHITECT'S UNION. \$1.00 by mail. 927 Chestnut Street, Philadelphia, Pa.

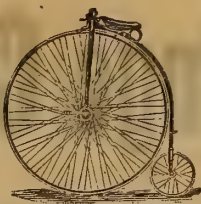


## Second-Hand Wheels,

Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand wheels. Prices on all wheels guaranteed as low as the lowest.

**ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.**

Successors to GEO. W. ROUSE & SON.



## Bicycles on Easy Payments.

Victor, Springfield Roadster, Columbia, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 3 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from \$6.40 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

**ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.**

Successors to GEO. W. ROUSE & SON.

# The Springfield Roadster Bicycles

## Hold the World's Records.

|                                               |                                                                    |      |
|-----------------------------------------------|--------------------------------------------------------------------|------|
| No. 1                                         | Wheel, plain and cone-bearing, 50-inch,                            | \$75 |
| No. 2                                         | " " ball-bearing, 50-inch, - - -                                   | 100  |
| No. 3                                         | " " plain and cone-bearing, 46-inch,                               | 75   |
| No. 4                                         | " " ball-bearing, 46-inch, - - -                                   | 100  |
| No. 5                                         | " " ball-bearing, 50-inch, - - -                                   | 110  |
| This wheel has tangent spokes and hollow rim. |                                                                    |      |
| No. 6                                         | Wheel, ball-bearing, 46-inch, - - -                                | 110  |
| This wheel has tangent spokes and hollow rim. |                                                                    |      |
| No. 7                                         | Volant Safety, 31 and 30-inch diameter wheels, ball-bearing, - - - | 115  |

SPEED,

SAFETY,

1889  
Catalogue Now Ready.  
Sent Free.

BEAUTY,

DURABILITY

**SPRINGFIELD BICYCLE MFG. CO.,**

178 Columbus Avenue, BOSTON, MASS.

Headers Impossible.

Best Hill-Climbers.

## REPAIRS.

We have the only complete

### Bicycle Repair Shop

In New York State. To the usual equipments required in doing a first-class Bicycle Repair Business we have lately added a large

### ENAMELING FURNACE,

Which enables us to produce a finish in every respect equal to that of the best factories.

We are prepared to do

### Bicycle and Tricycle Repairing

Of every description on short notice at prices as low as good material and first-class work will permit. A specialty made of Nickel Plating, Enameling difficult class of Brazing, &c. *Satisfaction guaranteed.* Correspondence solicited.

### HARRIS & HABERER,

Successors to

E. N. Bowen's Bicycle Repair Business,

585 Main Street, - - Buffalo, N. Y.

### The "STEADY STAND" for Safeties.

It is about as big as your hand, weighs only three pounds, and sells for 60 cents.

The best Stand for dealers' and clubs' use. Send for a sample.

**KIRK BROWN,**

No. 18 So. Broad St., - - - Philadelphia

## PATENTS

procured in the U. S. and all foreign countries. Cycle inventions a specialty. Reduced rates to members L. A. W. Pamphlet free. **HENRY CALVER,** Atty. at Law, Washington, D. C. (L. A. W. 20,836.)

**ONLY 4**

Vacancies remain for the

### European 'Cycle Tour.

Write or telegraph at once to

**F. A. ELWELL,** 152 Pearl street, Portland, Me.

Official Outfitters to the League of American Wheelmen.

Authorized by the Uniform Committee,

*Elmer W. Johnson*  
*A. Malcolm Beckwith* Committee.  
*Erasmus*

### Browning, King & Co.

Official Tailors of the L. A. W.



406, 408, 410 & 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L. A. W.

Cloth, \$2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

### A. G. Spalding & Bros.

Makers of the Official L. A. W. Sundries.

**Caps.** League Regulation.....1.25

**Shirts.** League Regulation.....2.00

No. XX Fine Cheviot for hot weather wear.....1.00

**Stockings.** Our celebrated Linen Sole Stocking, League color.....1.00

**Belts.** No. X Silk, Edge's League color, white centre, Snake Buckle......50

No. XX Worsted Solid, League color, Snake Buckle......40

**Shoes.** Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic.5.00

No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits.

**A. G. SPALDING & BROS.,**

241 Broadway, New York.

108 Madison St., Chicago.

### PUNNETT, Merchant Tailor & Athletic Outfitter,

98 & 100 West Ave., Rochester, N. Y.

Use Punnett's Jersey Cloth Garments, and you will always be neatly and comfortably dressed. Club Uniforms a specialty.

Be sure and send for Samples and Blanks.





# Our 80 Page Catalogue

The Largest and Most Complete Pamphlet of its kind Published.

Send us your name; we wish you to have one, whether you contemplate the purchase of an '89 wheel or not, for your Cycling library will not be complete without it.

## GORMULLY & JEFFERY MFG. CO.,

222 to 228 No. Franklin Street, - - - CHICAGO, ILL.

Largest American Manufacturers of Cycles and Sundries.



### The Ladies' Dart Safety Bicycle

The best wheel made for both Ladies and Gentlemen.

Also the Gentlemen's Dart Safety.

Manufactured by the

Smith Nat'l Cycle Mfg. Co.

No. 809 Water Street, S. W.,

Washington, D. C.

The first and best Ladies' Bicycle ever put on the market.

Send for '89 Catalogues.

Agents Wanted.



## ERIE KNITTING MILL, Erie, Pa.

FRANK FAIRBAIRN, Prop.

Manufactures Bicycle and Athletic Goods.

Our Bi. Jerseys, Knit Pants and Worsted Stockings are the best on the market. We make them to order and to measure. Try them and be convinced.

### TESTIMONIAL.

St. Louis, Mo. January 19, 1889.

Erie Knitting Mill—Frank Fairbairn:

Dear Sir—Having worn my Jersey Bicycle Suit, made by the Erie Knitting Mill, and having satisfied myself that it is the best suit that has ever come to my attention, and the best I have ever worn, I having tried all jersey cloth and knitted jersey. So I have deemed it my duty to recommend it to all wheelmen as the best wearing of any goods I have yet seen. And as a testimonial will suffice to say that after trying your Jersey Bicycle suits for wheeling, it will be found to fill the bill, and no other need apply. I speak from my own experience, and others that have tried the suits will agree with me. Wishing you a prosperous year,

I remain yours, etc., HAL. W. GREENWOOD.

### New "ACME" BICYCLES

| Rubber Tires. | Factory Price. | Our Price. |
|---------------|----------------|------------|
| 22 in....     | \$60 00        | \$36 00    |
| 24 in....     | 55 00          | 33 00      |
| 26 in....     | 50 00          | 30 00      |
| 28 in....     | 45 00          | 27 00      |
| 30 in....     | 40 00          | 24 00      |
| 32 in....     | 35 00          | 21 00      |



SEND FOR CATALOGUE.  
Small Boys' 20 in. wheels, with parallel bearings..\$25.00  
Large Boys' 24 in. with brake and mud guards.. 35.00  
Ladies' or Men's 30 in., ball bearings to both wheels. 75.00  
Ladies' or Men's 30 in., ball bearings; ALL OVER. 90.00  
ST. LOUIS, E. C. MEACHAM ARMS CO.



One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 144 and 146 Greenwich street, New York.

## PHOTOGRAPHY

Send for our new "Handbook of Photography." MILLER & HOPKINS, 442 Fulton street, Brooklyn, New York, or 4 East 60th street, New York City.

Cycling Photographic Outfits a Specialty.



**Testimonials.**

Owosso, Mich., Feb. 19, 1889.

H. B. SMITH MACHINE CO.

Gentlemen—The bicycle has done extra good work and has been over all kinds of roads without repairs. Yours very truly,  
FRANK J. WOODARD.

WESTERLY, R. I., Feb. 11, 1889.

H. B. SMITH MACHINE CO.

Gentlemen—I am very highly pleased thus far with the 39 inch, as a road machine. It

MARVA, Ill., Dec. 7, 1888.

H. B. SMITH MACHINE CO.

Sir—I have rode a crank wheel for 12 years, but last season I bought a Star; I would not give it for any wheel I was ever on, for all round riding and tricks.

Yours respectfully,

SILAS LONG.

JACKSON CENTRE, O., Aug. 21, 1888.

H. B. SMITH MACHINE CO.

Dear Sir—I can say in regard to the wheel

CHESTER, Pa., Dec. 7, 1888.

THE STAR MFG. CO.

I have been riding a 51-inch American Star for the past few months, and find it a constantly increasing source of pleasure. I am city editor of the Chester Times, and find my wheel valuable in reaching suburban points quickly. A friend also began riding a crank when I started in on my Star; has three times broken his handle-bar by headers, while I haven't spent a dollar for repairs to my machine, and it is an old wheel, while his is new.

**THE NEW STAR, 39x24**

is a better hill climber than any machine I have ever before ridden, for all I can see it is just about as speedy as the larger sizes, and I am astonished to find so slight a difference if any, in the jar on rough roads.

Very cordially yours,  
DR. J. HOWARD MORGAN.

(Star) that it is the lightest running, best hill climbing, and speediest wheel I have ever ridden, and I have tried both the "crank" and lever wheels. Yours respectfully,

J. E. MERANDA.

This in brief is my experience with a Star, and though it is of the old pattern I wouldn't exchange with any one of the other fellows. If you wish to use this as a testimonial I have no objections. Very truly yours,

T. W. ENTWISLE.

**1889 Machines Ready for Market.***Catalogue Free. Address***H. B. SMITH MACHINE CO.,****Smithville, N. J.**



# A PERFECTLY RIGID FRONT FORK

## FOR THOSE WHO WANT IT.



To accommodate those riders who prefer a rigid Front Fork, we announce that we will fit the

### Columbia Light Roadster Safety

with a perfectly rigid front fork, whenever it is so ordered. We, however, recommend the Spring Fork. It helps the machine and the rider.

IMPORTED  
LADIES'  
BICYCLES,



Psycho, \$120

Rover, \$115



A  
REDUCTION  
OF \$25.

### RUDGE REDUCTION.

50-inch Ridges at \$100.

Other sizes in proportion. An unprecedented opportunity to secure one of these famous bicycles at the minimum price of a second-class machine.

POPE MFG. CO., Boston, New York, Chicago.



FOUNDED  
THE  
1878

# BICYCLING WORLD

## & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year,  
5 cents a copy.

BOSTON, 22 MARCH, 1889.

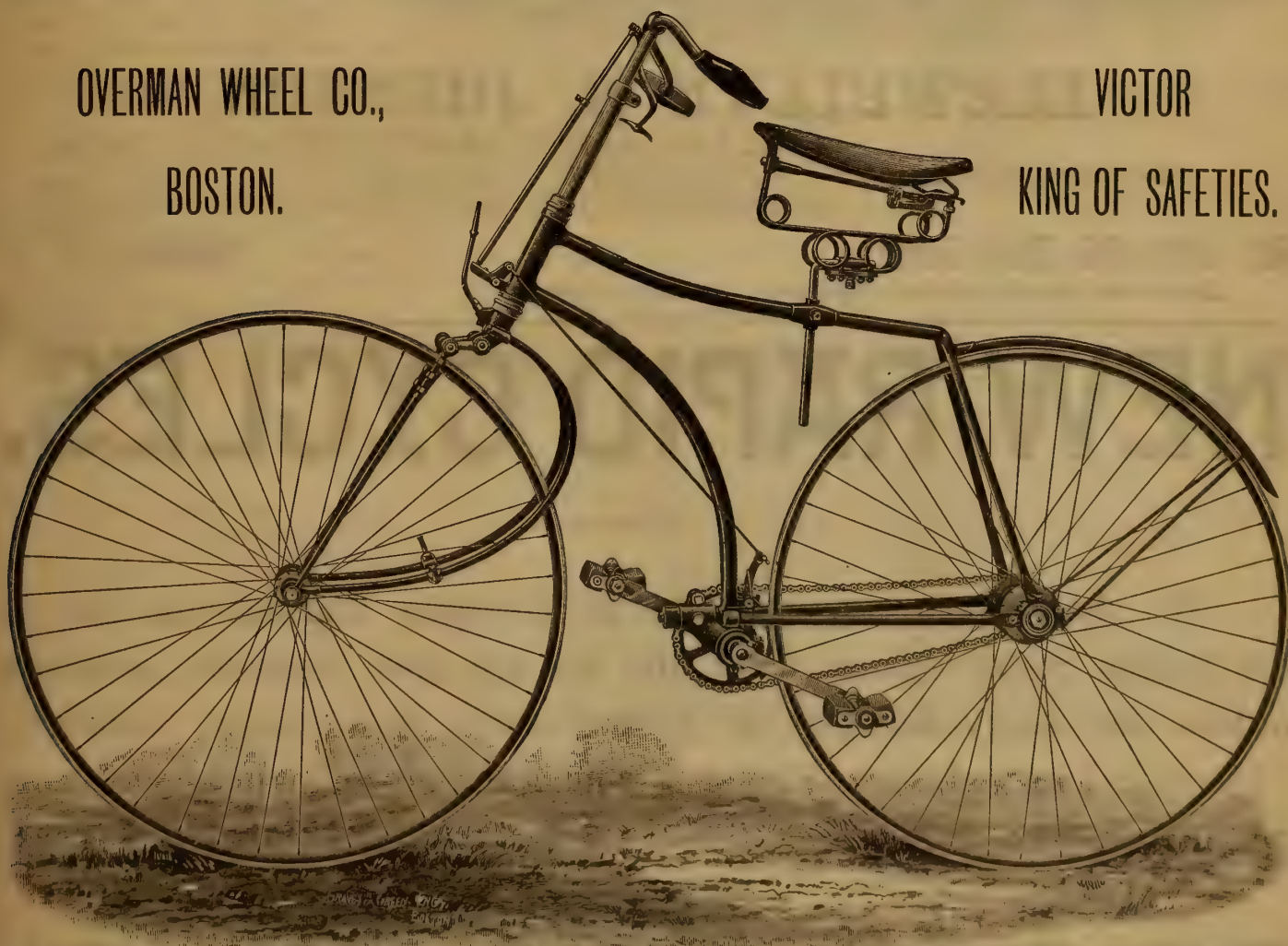
Volume XVIII.  
Number 21.

OVERMAN WHEEL CO.,

BOSTON.

VICTOR

KING OF SAFETIES.

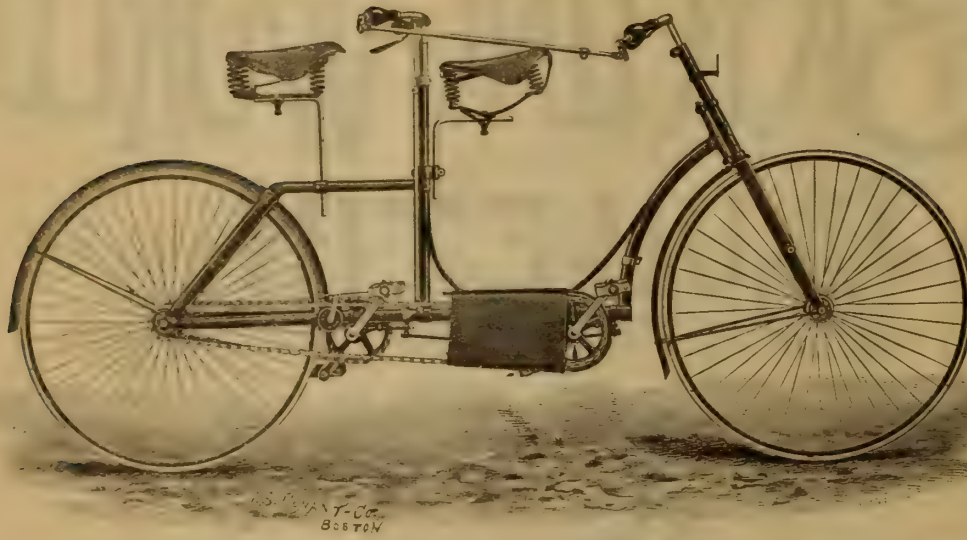


The VICTOR SAFETY has the original and only efficient Spring Fork in the market. It is the only "diamond frame" Safety made in America.

OVERMAN WHEEL CO., Makers, - - - BOSTON.



# "The Best Tandem Safety"



Is undoubtedly the PREMIER. Why? Because it is Built for SERVICE, and has withstood the Severest Tests of American Road Use without a Single Breakage. No Racking of Frame and Bearings from one-sided Driving. No broken or loose Spokes. Hancock Tires; No Side-slip. Powerful Rear Wheel Brake. Everything JUST RIGHT. Immediate Delivery.

**LLEWELLYN H. JOHNSON,**

Sole United States Agent for { HILLMAN, HERBERT & COOPER, Limited,  
HUMBER & CO., Limited,  
SPARKBROOK MANUFACTURING CO., Ltd.

401 and 403 Main Street,

ORANGE, N. J.

*Agencies in all Cycling Centres. Catalogue free.*

## NEW RAPID CYCLES.

We shall again represent the St. George's Engineering Co. in the United States during 1889, and we are now prepared to accept orders for early delivery of 1889 Pattern New Rapid "Safeties," "Tricycles" or ordinary Bicycles, consignments of which are now due,

**THE CLARK CYCLE COMPANY,**

340 N. CHARLES STREET.

BALTIMORE.



## Send to WARWICK CYCLE MFG. CO., Springfield, Mass., for Catalogue.



## LEAGUE HEADQUARTERS:

12 Pearl Street, - - - Room 27.  
ABBOT BASSETT, Secretary.

THE books for renewals are now open and fees will be received from this date. We publish in this issue a renewal blank which we hope will be universally used. A blank of this kind is more satisfactory than a notice of renewal written on a note or letter sheet. Club secretaries will be supplied with these blanks free of charge on application. Chief Consuls may have renewal blanks in quantities for recruiting purposes on application.

THE books of the League for 1888-9 are now closed, and those for 1889-90 are opened. Applicants may now send \$2 and they will be put on the books for the year ending April 30, 1890. No further lists will be published till April 5, and on that date the candidates will be applicants for membership for the year impending.

THE Governor has signed the New Jersey Road Bill and it is a law. New Jersey leads the way.

THE Keystone Bicycle Club has done well. How satisfactory it would have been had every club in the country come to the rescue of the League after the manner of this club. The League exercises a great influence by the force of numbers. Its influence would be greater did it have a fat treasury.

WE are now receiving applications at \$2 for 1889-90. The first list will be issued April 5th.

NEW YORK members will notice that their dues are now uniform with those of the other Divisions, and renewals from that State will now be received.

IN making out renewal blanks members will oblige the Secretary if they will cut from the wrapper of their BULLETINS the address label and paste it on the blank, correcting any error in spelling or address. This will serve the double purpose of giving us a legible blank and keeping our mail list correct.

## Chief Consul Bidwell Resigns.

To the members of the New York State Division L. A. W.:  
Gentlemen—It is with regret that I am obliged to tender my resignation as Chief Consul of the New York State Division, but my business and personal affairs demand my entire time and attention while the chief officer of an organization of the magnitude and

importance of ours should be one with more leisure than I have at my command. By provision made in our By-laws Mr. W. S. Bull, the present Vice Consul succeeds to the office made vacant by my resignation. Usually in surrendering a charge such as mine is and has been, the organization is apt to be adversely effected and fall behind until the new officer gets proper control, but I can confidently say, and in fact guarantee, to you that this effect will not be visible in this case and the New York Division under his management will not recede from its present position, and will in fact show the usual increase in strength from month to month. Mr. Bull has been closely identified with me in the management of the Division. He is conversant with all the plans and methods used in perfecting its organization and increasing its membership, is thoroughly acquainted with the prospects in view for future work of the Division and will devote himself to the objects giving even more time and thought than I have done. Before closing I desire to thank the members and officers of this Division past and present, for the very hearty support they have accorded my administration, and ask the same support and friendship for my successor. Yours fraternally, G. R. BIDWELL.  
New York, March 12, 1889.

## New York Half Holiday.

The following communication would have been brought before the meeting of the New York Division Board of Officers, called for March 4th, but the meeting was not held for want of a quorum, and it is given here.  
Fraternally, GEO. R. BIDWELL.

Geo. R. Bidwell, Chief Consul:

Dear Sir—This club having instructed me to take steps for the circulation among wheelmen of a petition against the Rhodes Bill now before the Assembly for the abolition of a Saturday half-holiday and the substitution thereof of a whole holiday on Saturdays during July and August; it has seemed best to me to bring the matter before the State Board of Officers L. A. W., and I would be glad if you would submit it to the Board.

The bill in question proposes to add not over fifty hours of recreation during the year to that enjoyed by the clerks, bookkeepers etc. who form so large a part of the membership of the League, and to take away from nearly three times as much that is now at their disposal. The proposition is, moreover, a deceptive one; because Saturdays in July and August are already practically a full holiday. It is in reality an insidious attempt to abolish by indirect means a weekly breathing spell to which the business community has already adapted itself and is now, as a whole, well satisfied with.

The New York Club, therefore, suggests that such a petition as the endorsed be published in the BULLETIN, with the request that members of the New York State Division cut it out and return with their signatures to the Chief Consul who shall, when the proper time arrives, present it either to the Governor or the Legislature, as may seem most likely to be efficacious.

Very truly yours, E. J. SHRIVER,  
President N. Y. B. C.

To His Excellency, the Governor, and the Honorable Legislature of the State of New York.

The undersigned respectfully prays that no change be made in the present law establishing a half-holiday on Saturdays throughout the year; and especially protests against the enactment into law of the bill introduced into the Assembly for the substitution, therefore, of a whole holiday during the months of July and August; which would take away a needed time for rest at that portion of the year when the strain of business life makes it most useful without any adequate compensation.

Name.....

Address.....

## Keystone Club Contribution.

The publication of the following letter will serve both to acknowledge receipt of the \$25.00 and to bring to the notice of League members, the liberality of the Keystone Club. Fraternally yours,

W. M. BREWSTER, Treas.

St. Louis, Mo., March 14, 1889.

W. M. Brewster, Treas.—At the annual meeting of the Keystone Bicycle Club held March 6th, the sum of twenty-five dollars was voted the League of American Wheelmen to aid in defraying a portion of its expenses at the present time and the extinguishment of its debt. Enclosed find our check payable to the order of W. M. Brewster, Treasurer. Fraternally,

J. W. McGOWIN, Sec.-Treas.

## Championship Medals.

Mr. C. G. Malliet, 64 John st., New York City, will make the League Championship Medals for the season

of 1889. His prices will be as follows: Gold Medal \$22.00 and \$25.00; Silver Medal, \$8.00 and \$10.00. Clubs ordering medals will state distinctly the pair desired. Fraternally,  
CHAS. S. DAVOL,  
Chairman.

## Fire Brick Pavements.

Fire Brick Pavements were tried in Western cities and in the South a few years ago. The first results were very promising. Who can tell us if the pavement is a success? We have had inquiries in this direction and will be glad to hear from any one who can tell us of the expense, durability etc. of this pavement. We will gladly publish what is sent us for the benefit of several cities that are now searching for the best pavement.  
ABBOT BASSETT, Sec.

## New York—Mail Vote.

Abbot Bassett, Esq., Secretary-Editor:

Herewith I beg to hand you report of Mail vote on amendment to By-laws, and election of nominating committee, as advised you by wire this morning.

Yours very truly, GEORGE M. NISBETT,  
New York, 18th, March, 1889. Sec.-Treas.

Result of mail vote for committee of three to nominate candidates for Chief Consul, Vice Consul and Secretary-Treasurer.

W. H. De Graff, New York.....23  
Geo. Dakin, Buffalo.....23  
H. C. Spaulding Jr., Elmira.....23  
Two ballots not signed were thrown out as defective. Result of mail vote on amendment to Article I. Sec. 2. of the By-laws, proposed by Dr. C. S. Butler, Jan. 17th, 1889. "The Annual dues shall be the sum of one dollar."

Total votes cast.....22  
In favor of amendment.....21  
Against amendment.....1  
Three ballots not signed were thrown out as defective.

(Signed) ISAAC B. POTTER,  
Chairman Rights and Privileges Committee.  
New York, March 16th, 1889.

## Amendments to Racing Rules.

Rule E—clause (1) amended to read:  
E. The following National championships have been established by the Board: Half-mile, one mile, two mile, three mile, ten mile and twenty mile "ordinary" bicycle; one mile, two mile and three mile safety and one mile, two mile and five mile tricycle.

Remainder of rule unchanged.

Rule 13 is amended to read:

13. Choice or change of machine and choice of costume are not limited, except that shirt and breeches must not bare shoulder nor knee. In races distinctly stated on the programme of events to be for a particular class of machine, this rule shall not apply so far as choice or change of machine is concerned. Safety bicycle races shall be limited to machines whose driving wheel does not exceed 32 inches in diameter. Safety bicycles shall not be ridden in "ordinary" bicycle races.

Rule 32 is amended to read:

32. In a team race the position of each rider must be taken at the finish of each lap. The first man shall count a number equal to that of the contestants at the start, the second man shall count one less, the third two less and so on. The aggregate scores of the team members shall decide the winning team. A team shall be limited to three riders, each of whom must be a member of the club entering the team, and a resident of the city or town, where the club has its headquarters.

## OFFICERS FOR 1889-90.

PRESIDENT,

CHAS. H. LUSCOMB,

280 Broadway, New York.

FIRST VICE PRESIDENT,

JAMES R. DUNN,

Massillon, Ohio

SECOND VICE PRESIDENT,

SANFORD LAWTON,

Springfield, Mass.

TREASURER,

W. M. BREWSTER,

300 Olive Street, St. Louis, Mo

SECRETARY,

ABBOT BASSETT,

12 Pearl Street, Boston, Mass

## State Officers.

Below we give the Post Office address of each Chief Consul and Secretary-Treasurer by States. This will be of convenience to those who wish to communicate with these officers:



## COLUMBIA 'CYCLES. Weed Sewing Machine Co., Hartford,

GENERAL AGENTS FOR CONNECTICUT. AGENTS WANTED IN UNOCCUPIED TERRITORY.

CALIFORNIA—Chief Consul, Edwin Mohrig, 112 Golden Gate avenue, San Francisco. Secretary-Treasurer, Alex S. Ireland, Box 2508, San Francisco.  
 COLORADO—Chief Consul, Horace Beddo, Diamond Palace, Denver.

CONNECTICUT—Chief Consul, C. E. Larom, 386 State street, New Haven. Secretary-Treasurer, E. A. De Blois, Weathersfield.

DELAWARE—Chief Consul, S. W. Merrihew, 906 Jackson street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1206 Pennsylvania avenue, Washington. Secretary-Treasurer, Edson B. Olds, Citizens National Bank, Washington.

ILLINOIS—Chief Consul, W. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas F. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, J. Fred Probst, Terre Haute. Secretary-Treasurer, A. N. Smith, Terre Haute.

IOWA—Chief Consul, R. L. Thompson, Muscatine. Secretary-Treasurer, H. B. Cropper, Cedar Falls.

KANSAS—Chief Consul, W. C. Bradley, Western Security Co., Ottawa. Secretary-Treasurer, Otto H. Wulfekuhler, Leavenworth.

KENTUCKY—Chief Consul, E. H. Croninger, 110 East Ninth street, Covington. Secretary-Treasurer, Al M. Watcher, Martin and Greaup streets, Covington.

LOUISIANA—Chief Consul, Harry H. Hodgson, 13 Carondelet street, New Orleans. Secretary-Treasurer, Harry W. Fairfax, 454 Carondelet street, New Orleans.

MAINE—Chief Consul, Dr. G. E. Dow, 507 1-2 Congress street, Portland. Secretary-Treasurer, A. L. T. Cummings, Biddeford.

MARYLAND—Chief Consul, Albert Moti, 734 St. Paul street, Baltimore. Secretary-Treasurer, G. W. H. Carr, Box 675, Baltimore.

MASSACHUSETTS—Chief Consul, Dr. W. H. Emery, 117 Tremont street, Boston. Secretary-Treasurer, Sanford Lawton, Springfield.

MICHIGAN—Chief Consul, A. B. Richmond, 411 So. Ionia street, Grand Rapids. Secretary-Treasurer, C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 380, Minneapolis. Secretary-Treasurer, A. W. Laird, Winona.

MISSOURI—Chief Consul, W. M. Brewster, 309 Olive street, St. Louis. Secretary-Treasurer, J. A. Lewis, Continental Bank, St. Louis.

NEW HAMPSHIRE—Chief Consul, H. M. Bennett, Manchester. Secretary-Treasurer, George F. Hill, Great Falls.

NEBRASKA—Not elected.

NEW JERSEY—Chief Consul, Dr. J. H. Cooley, Plainfield. Secretary-Treasurer, Robinson Pound Plainfield.

NEW YORK—George R. Bidwell, 313 West 58th street, New York City. Secretary-Treasurer, George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, T. J. Kirkpatrick, Springfield. Secretary-Treasurer, J. W. Spahr, Springfield.

PENNSYLVANIA—Chief Consul, George A. Jessup, Scranton. Secretary-Treasurer, J. G. Carpenter, Wilkes-Barre.

RHODE ISLAND—Chief Consul, C. S. Davol, Warren. Secretary-Treasurer, N. H. Gibbs, 218 Westminster street, Providence.

TENNESSEE—Chief Consul, J. R. Wilson, Jr., Clarksville. Secretary-Treasurer, B. A. Patch, Clarksville.

TEXAS—Chief Consul, Hugh J. Blakeney, Dallas.

VERMONT—Chief Consul, H. A. Webster, Montpelier. Secretary-Treasurer, F. E. Dubois, West Randolph.

VIRGINIA—Chief Consul, J. C. Carroll, 107 Main street, Norfolk. Secretary-Treasurer, A. K. Schaap, 617 E. Broad street, Richmond.

WEST VIRGINIA—Chief Consul, H. P. Wilkinson, Wheeling.

WISCONSIN—Chief Consul, Jay A. Hinman Oshkosh. Secretary-Treasurer, J. H. Bloedel, Sheboygan.

Number

Holder

Letter No.

## Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—Enclosed you will find \$..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Date.....

Name.....

Club..... St. and Number, or Box.....

References..... City.....

State.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is \$1.00; the Annual Dues are \$1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose \$2 with this blank on any date between date of paper and Oct. 30.

\* If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

Rec'd.....

Folio.....

Holder.....

Letter No.....

(SECRETARY WILL FILL ABOVE BLANKS.)

LEAGUE OF AMERICAN WHEELMEN.

RENEWAL BLANK, 1889.

ABBOT BASSETT, Secretary, (Box 5267, Boston.)

Date..... 1889.

Enclosed find \$1 in..... for dues to April 30, 1890.

1888 Number..... Name.....

Original Number..... Street and No.....

Club..... City..... State.....

Enclosed..... for Holder.

READ CAREFULLY BEFORE FILLING BLANK. Stamp must be enclosed if sender wants receipt. Otherwise the ticket must be the receipt. Don't forget to send your Numbers. Don't send old ticket. Don't send checks for \$1. Write very plainly—TRUSTING PREFERRED. Stamps of a denomination above two cents will not be received.



## SPECIAL.

All Advertisements in this Department 20 cents a line.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.

**CYCLES**—54-inch New Mail, perfect, \$75; 54-inch Apollo, \$60; 54-inch Expert, \$50; Ivel Safety, \$95; New Veloce, \$100; Premier, \$110; Rudge Crescent tandem, \$125; Marlboro' Club tandem, \$125; S. S. S. tricycle \$90; this is the cheapest yet, we want to sell them. Open evenings. W. J. NEWMAN, Harvard Square, Cambridge, Mass.

**FOR SALE**—Two Experts: in first-class condition. 56 inch, \$70; 54-inch, \$75; also 54-inch National; in fine condition, \$60. BROWN & GREENLEAF, 96 Brattle st., Cambridge, Mass.

**FOR SALE**—Two Stars, 48-inch 1887 pattern; ridden one year; \$60 each. Columbia Tandem Tricycle; ridden 250 miles; good condition; \$150 cash. National Ladies' Safety; perfectly new; warranted sound; ball bearings all over; \$60. Write for particulars. WM. C. THORNE, 113 Michigan av., Chicago.

**CYCLIST'S RECORD BOOK**, for recording rides. Only 25 cents. CYRUS BATCHELDER, Sanford, Me.

**M. A. WOODBURY**, Bradford, Pa., Mfr. Eureka Home Trainer and Bicycle Stand. Also have largest and best line of cycles between New York and Chicago, Buggies, Carts, Desks, Rubber Goods, Rubber Stamps, &c., Wholesale and Retail.

**WHEELS**—Pat. Suspension Steel Wheels from 12-inch to 42-inch. Special wheels for Safeties, Tricycles, &c., made to order in large or small quantities, combining strength, durability and cheapness. I. A. WESTON & CO., Jamesville, N. Y.



**L. A. W. BADGES,**

For Gold Pins of the Official Design, send direct to

**CHAS. H. LAMSON,**

177 Middle Street,

Portland, Me.

**Patented.** Price, \$3.50, \$5.00, \$7.00 and \$8.00, according to finish. Diamond Badges \$15 to \$50 for the larger pins, and \$10 to \$30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

**LAMSON'S LUGGAGE CARRIER**, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

**TICKET NO. 95**, held by Mr. Geo. W. Fruttschey, 137 West Broadway, New York City, drew the Humber Tandem at Fair Haven, Conn., March 15th. E. S. DAYTON, Fair Haven, Conn.

**TWO BARGAINS.** A Traveller Humber Tandem, full ball bearings, made by Singer & Co.; late pattern; in perfect order, save that nickel on hubs is a little rusted and tires cut from use on Cape Ann last season. Price, crated, \$130. Also, a 57 inch Columbia Light Roadster Bicycle; good condition; new long cranks and Kirkpatrick Saddle. Price, crated, \$75. Address C. R. D., Box 1362, Boston, Mass.

## FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the order.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.

**FOR SALE CHEAP**—One 48-inch Special Star; rode one season; it is as good as new. Address STAR, 50 Main st., North Adams, Mass.

**\$75.** Rapid Bicycle, excellent condition. \$100; Premier Safety; good as new. \$130; Sparkbrook Tandem; fine order. Three bargains! Write for particulars. H. E. BIDWELL, Pittsburg, Pa.

**FOR SALE**—48-inch American Star; new last season; good condition. Price \$50. C. A. CONOVER, Coldwater, Mich.

**TWO GENUINE BARGAINS**—One Veloce Columbia; good as the day it left the factory, barring tires; \$105 cash. One '88 pattern Springfield Roadster; run one week only; spade handles; plain bearings. \$55 cash. Write quick. F. C. WESTON, Bangor, Me.

**FOR SALE**—45-inch Columbia Light Roadster; built to order; only used five times; perfect condition. 527 Franklin st., Baltimore, Md.

**FOR SALE**—An '87 Victor Safety; A1 condition; \$90. Address Lock Box 902, Warren, Pa.

**52-INCH** New Mail; in good condition; ridden only 400 miles. \$85. F. WILLETTTS, 25 Lefferts pl., Brooklyn, N. Y.

**BEST OFFER** will buy a 56-inch Expert Col. Bicycle; full nickel; ridden twice; must be sold by April 1st without fail. F. A. PHILLIPS, 104 W. 124th st., New York City.

**FOR SALE** Cheap, 53-inch Col. Light Roadster; almost new. F. A. PHILLIPS, 104 W. 124th st., New York City.

**FOR SALE**—American Rambler Safety; nearly new; ball bearings; only ridden 300 miles; fine condition. \$95. J. V. DUNBAR, Parkersburg, W. Va.

**FOR SALE**—48-inch Semi-Racing Star; in good condition. \$70. R. P. LEONARD, White Haven, Pa.

**QUADRANT TANDEM, IVEL SAFETY**, for sale; both latest pattern and in first-class condition; Tandem, \$150; Safety, with Kirkpatrick Suspension Saddle, \$100. Address W. H. T., P. O. Box 1463, Providence, R. I.

**WILL EXCHANGE** a fine Howard Watch or Violin and outfit for Safety or Ordinary Bicycle (any size); or exchange both for a Tandem. WM. MATERN, 306 W. Front st., Bloomington, Ill.

**HUMBER TANDEM** For Sale—In good order; ball bearings all around, including pedals. Cost \$260 in 1886; will sell for \$120 cash. FRED A. SPIELMAN, Fairfield, Iowa.

**FOR SALE**—48-inch Silent Ratchet Star; in first-class order, at a great discount for cash. Particulars of C. E. L., Drawer 5277, Boston, Mass.

**WANTED**—Second-hand Ladies' Safety, under 40 pounds. WM. C. THORNE, 113 Michigan ave., Chicago.

**BARGAIN**—Victor L. R., 54-inch, '88 pattern; perfect condition. Best offer over \$100 takes it. Address EDW. D. PARSONS, Gloucester, Mass.

**FOR SALE**—Marlboro' Club Tandem Tricycle; A1 condition; latest pattern; cyclometer, lantern, carrier and bell. Call or address R. W. SOUTHWELL, 1 Dexter Row, Main st., Charlestown, Mass.

**SAFETY**—Highest grade; an A1 '88 machine and bargain. Address W. G. Miles, 244 Clark street, Cincinnati, Ohio.

**48-INCH** '86 Victor Light Roadster. Price \$80. A. S. BROWN, 371 Fourth street, Brooklyn, N. Y.

**FOR SALE CHEAP**—Victor Tricycle, address the Rev. CHARLES W. HAYSE, D. D., Westfield, Chautauqua Co., N. Y.

**WANTED**—Pony Star; balls front wheel; hollow framing. Cash price, time used, full particulars. W., No. 19 Halsey st., Brooklyn, N. Y.

**FOR SALE**—5-inch Expert; full nickel; ball bearings all over; good condition; cheap. C. A. CONOVER, Coldwater, Mich.

**FOR SALE**—Columbia 2-track Tricycle, only shop worn, \$100; cost \$165. Victor 1880 Safety, new; \$120. NILLIS & TABER, Herkimer, N. Y.

**FOR SALE**—A Springfield Roadster; ball bearings. Cost \$100; Victor ball pedals, \$10; Excelsior cyclometer, \$10; total cost \$120; all in first-class order. The best offer over \$65 takes the whole. FRANK R. TAYLOR, P. O. Box 461, Mount Vernon, N. Y.

**SPECIAL STAR**—48-in model of '88, nearly new. Hollow framing, hollow bars, spade handles, foot and hand brake, standard cyclometer, balls to front wheel. Cost \$147.50 last spring. Will sell for \$100. S. BLAINE EWING, Canonsburg, Pa.

**56-INCH** Singer Challenge Bicycle; practically as good as new; ball bearings to both wheels and pedals; Kirkpatrick saddle; cow-horn bars. Cost \$115; will sell for \$65, or would exchange for Singer Safety. J. WESTON, 2 Warren ave., Boston.

**FOUR TIMES \$15** from your inside pocket will purchase a 52-inch nickel Expert or Star B1; both in good condition. J. F. IVES, Meriden, Conn.

**NEW RAPID SAFETY**—in good condition; will sell cheap. Call or address. M. R. CONNELL, Grand Central Depot, Room No. 42, New York.

**FOR SALE**—48-inch Special Star, '88 pattern; balls, hollow handle-bars and spade handles. \$75. A. B. SCHNEIDER, 54 West 6th st., Canton, O.

**QUADRANT TANDEM TRICYCLE**—Little used. In thoroughly good condition. Cyclometer and Luggage Carrier. H. L. DADDOW, St. Clair, Pa.

**FOR SALE**—Marlboro' Club Tandem Tricycle; in fine condition, and will sell at a bargain. Apply at once to A. O. McGARRETT, Box 124, Springfield, Mass.

**BARGAIN**—52-inch ball bearing Standard Columbia, in good order, for \$45. BICYCLE, Lock Box 50, Wappingers Falls, N. Y.

**FOR SALE**—50-inch New Mail, almost new; ridden about 100 miles. Taken for a debt. Big chance for a man who wants a bargain. Address J. F. C., care Bicycling World office, 12 Pearl street, Boston.

**SPECIAL** Humber Crippler tricycle, nearly new. An elegant machine at a great bargain. Cost \$200. L. H. PORTER, East Orange, N. J.

**FOR SALE**—A Swift Safety, in splendid condition; quite as good as new. Cost \$135. Will sell for \$105. A bargain. Address 108, Bicycling World, 12 Pearl st., Boston.

**FOR SALE**—56-inch Royal Mail; in good condition. Butcher Cyclom. Address A. G. COLLINS, 3 Winter st., Boston.

**FOR SALE**—Two Experts, in first-class condition; 56-inch, \$70; 54-inch, \$75. BROWN & GREENLEAF, 96 Brattle st., Cambridge, Mass., Agents for Columbia Cycles.

**STANDARD COLUMBIA BICYCLE**, 54 inch; ball bearings for drive wheel; in good condition. For sale at \$30; cost \$120. W. GODDARD, Jr., 113 Atlantic st., Providence, R. I.

**48-INCH** '88 Special Star; two-thirds nickeled; good as new. Price \$100. C. H. SIMONDS, 81 India st., Portland, Me.

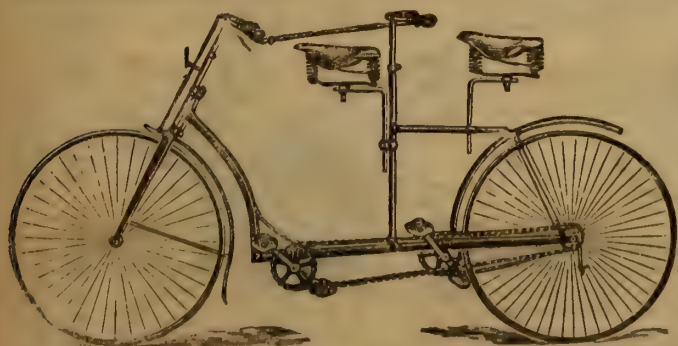
**VERY CHEAP**—A 60-inch Expert; wheels enamelled, rest nickeled; ball bearings all around; condition is first class, except that nickel is slightly rusted. Must net me \$50. A. P. COBB, 51 Wall st., New York.

**FOR SALE**—One 50-inch Expert and one 55 inch Light Roadster Columbia; best possible condition. Both 1888 pattern. Two bargains. Address Drawer 77, Muscatine, Iowa.

**FOR SALE**—A British Extraordinary; nickel plated, with ball bearings; in good condition. \$75. Address GEORGE R. HOWELL, State Library, Albany, N. Y.

**FOR SALE**—A Convertible Sociable Tricycle. Cost \$200. Will sell for \$75. Address P. O. Box 1810, Philipsburg, Centre Co., Pa.

**56-INCH** New Mail; fine order; balls to wheels, pedals and head; \$90. A1 51 inch English Bicycle; very light; balls to wheels and pedals; C. H. Bars and lamp; \$95. FRANK WARE, 2517 Turner st., Philadelphia, Pa.



## PREMIER TANDEM SAFETY.

PRICE \$200.

Suitable for Lady and Gentleman. The leading machine in England and the Tandem Safety which has stood the test of American roads, with two heavy men, and come out at the end of the season without costing a cent for repairs. The Special Premier Safety, Suitable for Lady or Gent, is a beauty. Price only \$135. Send three 2-cent stamps for handsome photo, with specifications of these machines. Sole Agent for Massachusetts.

**W. J. NEWMAN, Harvard Row, Cambridge, Mass.**  
(HARVARD SQ.R.)





# SINGER CYCLES

OVER 57,000 IN USE.

LARGEST

MAKERS

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WITHOUT

EXCEPTION.

"The time when the world-famous name of Singer was associated with the manufacture of strong but weighty cycles has long since passed away, as far as the latter characteristic of the above firm's excellent manufactures are concerned. Their well-earned reputation for strength, good wear and stability is still maintained in the highest degree, but for some years past Messrs. Singer & Co. have stood second to none in the matter of lightness and strength combined. A brief inspection of the new pattern for 1889, the 'Singer Safety,' will be alone sufficient to prove this, and to those riders, or intending riders, who now upon the brink of the cycling season proper are taking heed as to what they shall ride therein, we recommend a trial of this gem among safeties. From a constructional point of view, the framing is as near perfection as may be, while the new ball socket head is an absolute luxury as far as steering is concerned."—*Cyclist*.

**BUY THE BEST.**

**SINGER & CO., Manufacturers and Importers,**

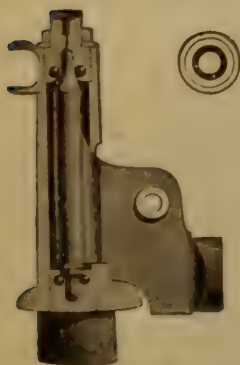
6 and 8 Berkeley St., - - - - -

**BOSTON, MASS.**

DON'T FAIL to send for Catalogue of

**NEW MAIL CYCLES,**

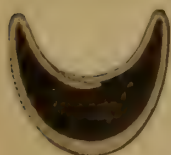
describing fully their specialties.



**Trigwell Ball Head.**

runs miles without oiling or adjusting. Perfect Rigidity and Uniformity of Steering. Greatest Improvement. Obviates Sensitiveness in Steering. Specially adapted to a Safety.

No other has the Trigwell.



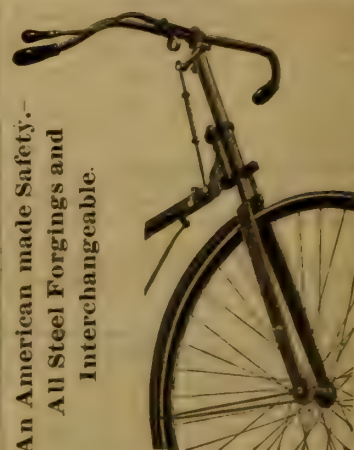
**Lapped Inside**

No Seam Outside. Thickened Metal at Bottom.

GREAT STRENGTH.



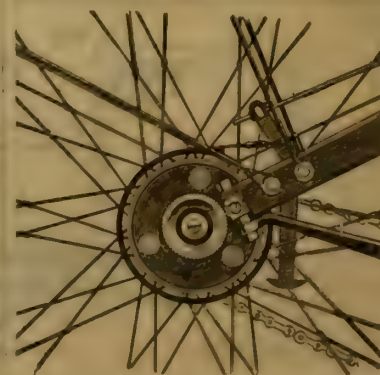
**Spring Fork**—a direct vertical spring. No yielding of spring sideways, for such throws the rider one side, and causes front wheel to swerve. Excessive spring also is a disadvantage—ours does not interfere with full power for propulsion, as in hill work. Address



An American made Safety.  
All Steel Forgings and  
Interchangeable.

**PERFECTLY STRAIGHT FORK.**

Best shape to avoid sensitiveness of steering. Front wheel less liable to a sudden turn or swerve.



**Rear Axle Band Brake.**

The place for a brake—out of the mud and noiseless.

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Published Every Friday

BY

**THE BICYCLING WORLD COMPANY,**  
**12 Pearl Street,**  
**BOSTON, MASS., U. S. A.**

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

Messrs. NEUMANN BROS., of 118 W. 19th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

Messrs. LINDSAY & TAYLER, 109 South Street, Chicago, represent the WORLD AND BULLETIN as Advertising Agents exclusively for Chicago and all territory South and West of that city.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the *Bicycling World Co.*

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 22 MARCH, 1889.

"BY FAR THE BEST."

BOSTON, Mass., March 13, 1889.

*Bicycling World Co., 12 Pearl street, City.*

Gentlemen—It may be of value for you to know the following facts in regard to your paper as an advertising medium. We have tried two of the leading cycling papers beside your own in advertising second-hand wheels. The replies received from the advertisements in the two papers were exactly one each, while we take pleasure in stating that we can trace directly the sale of over thirty machines to the advertisement which we placed in your valuable medium. You are at liberty to use this as you see fit.

Very truly yours, SINGER &amp; Co.,

Per Wm. L. Ross, Mgr.

[We won't so far abuse confidence as to give the names of the other two papers, but we don't think our advertisers will have to work their imagination very hard to guess correctly.—ED.]

IN a former issue, Mr. Corcoran made the very sensible suggestion to the racing board that it made provision for safety races and not allow the dwarf to compete in ordinary bicycle events. A careful perusal of the rules as adopted does not reveal that the suggestion has fallen on appreciative ears. Perhaps it was an oversight?

ONE word more to Page, of St. Louis, and then we propose to dismiss him and his name from this paper until the next time he perpetrates an impertinence (which time we fear is much nearer than is pleasant to our readers).

Mr. Page claims the right to criticize the League; we deny his right, and consider anything he may have to say on League matters an impertinence. He is not a member of the League, being either

too parsimonious or too hard up to send in his dues. Now the League must expect criticism from its members, and members have that right, but when an outside individual, of the 7x9 calibre of our St. Louis friend, becomes impertinent by bestowing praise or heaping abuse on officials far above his mental and moral level it is time to sit on him. *Vale*, Page, my boy, this time; we will sit on you again when further occasion occurs.

FEAR that the adoption of the proposed prison labor bill will in any way interfere with the proposed roads improvement bill is entirely unfounded.

Wicked as New York is, and prolific as she is in producing convicts, we are happy to say that if the entire available force of prisoners were "turned loose" on road building jobs, it would be but as a drop in the bucket, when compared with what the projectors of the roads improvement bill contemplate in their scheme. Employ the prisoners by all means; it is a step in the right direction, even though it be a short one.

KINGSLAND, the Baltimore crack, says that racing interest "is dead, and the people don't know it." The people may be ignorant of the presence of the corpse, but the managers and promoters of last year's race meets are still wearing crape "in memoriam." But may be the "interest" is not dead, but only in a trance. Let us apply restoratives, chafe the numb members, and who knows but that the good old "interest" may take a new lease of life, invigorated by its forced rest and inactivity.

OF late we have had many enquires as to the methods employed in the scientific building of bicycle tracks. We have approached several gentlemen in this country who have been successfully engaged in track laying and we are in hopes to be able to lay before our readers the wisdom born of experience, which these gentlemen most undoubtedly possess. In the mean time a series of valuable articles on this most interesting subject have appeared in the late issue of our esteemed English contemporary, the *Bicycling News*, which we take pleasure reprinting almost as originally written.

THE important bill now before the New York Legislature, proposing to utilize prison labor in the building and maintenance of public highways, will be watched by cyclers with a good deal of interest. It is needless to say that our sympathies are with this or any other measure tending toward the improvement of the roads of the country. In another column we print the law as proposed. The bill had not yet passed in the House at the time our informant wrote us, but we hope to hear "progress" reported from time to time, and that the bill will receive Gov. Hill's signature is our most earnest wish.

THE association which depletes all the A.s in the type cases, is after a Connecticut man with a very pointed stick. It seems that the aforesaid gentleman, who hails from the Wooden Nutmeg State, competed as an amateur in some amateurs' games held in New York, and captured a very valuable prize. Soon after that event the association of the many A.s demanded the return of the prize, giving as a reason that the enterprising Connecticut gentleman was, at the time of said race, a professional.

He of the Nutmeg Commonwealth denied the soft impeachment, and promptly refused to give up the spoils, retorting, "what are you going to do about it?" This rough and ready reply riled the A.s, and it is trying to set the machinery of the Empire State in motion, whereby it will produce a requisition to be used on His Excellency of Connecticut, "demanding the body," etc., of said Blank to answer in the courts of the State of New York as to his legal right to retain the prize, which, it is claimed, was illegally won. Taking all in all it is a pretty kettle of fish, and lots of fun may be expected.



OFFICIAL handicapper in England is not all in a name only—witness the work done by Mr. H. H. Griffin, who placed handicaps on the enormous number of 3549 entrants, covering 157 races. The tremendous amount of work entailed in properly “placing” 3549 men can be easily imagined, even by those to whom the science of handicapping is a sealed book, is it were. Mr. Griffin has done handicapping for all athletes for the past fourteen years.

THAT Boston, in 1890, will have one of the finest athletic parks in the world is now an assured fact. This summer the land will be filled and graded, and the track foundation laid, so that it will have several months to settle before the finishing touches are put on. And when we get this track we will have the biggest tournament ever given. To those who remember the Springfield, Hartford and Buffalo affairs this boast may seem to be a trifle inflated, but we know whereof we speak, as there is unlimited money, business sagacity and influence back of the scheme to make it go. Nothing short of an earthquake or a financial collapse will head the Boston tournament off, and as these are not likely to stroll this way we pin our faith strongly to the belief that it will be the “record” tournament.

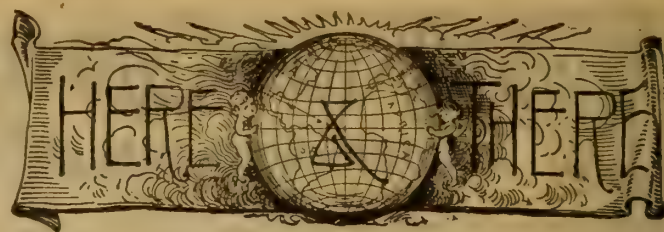
THE following squib, taken from a San Francisco exchange, is as true of Boston wheelmen as of the City of the Golden Gate. The wheelman who potters over the same road year in and year out knows nothing of the delights of seeking new routes and exploring new territory. The very essence of delight to be taken out of cycling is found only in the possibilities of change, new scenery and strange surroundings. Ye potterers stop pottering and strike out for pastures new. The sermon first, and now the text:

“Wheelmen should ride in the country more than they do. There are only a few of the bicycle riders in San Francisco who know how to fully enjoy the sport. It is safe to say that nine tenths of our wheelmen, many of whom are old riders too, do not know the possibilities of the wheel. They ride every Sunday, perhaps; but where? Through the park to the beach and back; over to Haywards, and possibly down to Redwood City. Many, in fact the majority, of the riders in the town take these trips over and over during the whole riding season, when there are any number, yes, hundreds of beautiful rides within a day’s reach.”

IN looking over the December, 1886, file of this paper, we came across an article penned by us in which we expressed our belief that the ordinary of the future should have a much larger rear wheel than was then being used, in fact we wrote the specifications of the wheel which is now engaging public attention under the name of the “rational ordinary.”

There is a demand for this “rational” machine, and it will come in very handy for those who want safety and comfort, and in whose locality the roads are such as to preclude the use of a rear driver, for experience has proven that the dwarf is no kind of a machine for sandy roads, or roads with deep wheel ruts. On such roads the rational would prove the *par excellence* of a cycle. The ordinary on the rational lines cannot be called a handsome machine; that it is safer and more comfortable than its graceful brother there is no gainsaying. As to looks, it is a pleasant thing to note that the present generation of riders do not choose their mount solely on account of prettiness, but because of practicability, safety and speed. The rational is a compromise, and it is a compromise that has come to stay. The three types of machines that will hereafter divide honors will be the safety, the rational and the old fashioned ordinary. Of course the tricycle will also assert its worth and excellent qualities, but the introduction of the safety has shorn much of the prestige once belonging to the good old three wheeler.

THOSE who did not receive the supplements of March 8th, please notify us. We have ordered an extra supply and we will try and send to all who did not get them. A little patience please. Those who have written as having not received these supplements, will have attention as soon as the extra ones reach us.



## ST. LOUIS.

### “LINNEUS.”

ST. LOUIS will have a bicycle track, at least it is almost settled; it will not only be a bicycle track, but it will probably include provisions for all athletic sports. A company has been started under the laws of Illinois, with a capital of \$2000. The grounds chosen will be those of the St. Louis Gun Club, on Compden avenue, and it is estimated that a track can be built for about \$500. Subscription books have been placed at the clubs, and stock is being taken rapidly. Hence, we are happy.

DID you know that A. Kennedy-Child had a brother? Well he has. He is younger than the kid, and he has got a position here as one of our leading dealers, and will make his home in St. Louis.

REPRESENTATIVE POLLARD, of St. Louis County, stated in the House last Wednesday, after he had filed a protesting petition against the Warner bill, that he had been informed by one of his constituents that the party who had been canvassing the county for signatures had been paid five cents for each name secured. Investigation shows this *not* to be a fact, and, next to the bill itself, is about the silliest twaddle I have yet heard of.

ON Friday Mr. W. A. Rothwell, in answer to my telegram, wired me as follows: “The bill as amended passed the House this morning. Road racing prohibited.” Mr. Rothwell also writes: “The vote was pretty much one way, but strong speeches were made against it, and it will be killed on third reading.” If the above prediction proves true it will certainly prove to be very welcome news. If not, it will certainly stop our annual St. Louis Wheel Club road race, which had become a fixture. We wheelmen were greatly aided by the press in knocking out the obnoxious hundred-yard clause, and thanks are due the St. Louis *Republic*, *Post Dispatch*, *Kansas City Journal*, *Sedalia Fazzoo*, and others, who have each had editorials and long articles against the bill. It is safe to say that this bill has caused more discussion than any measure as yet introduced into the present Legislature, and wheelmen have found out how strong they are when backed up by the L. A. W.

Now that there is an attempt on the part of a certain class to curtail the rights of wheelmen, it would be well to put in a word of warning against reckless riding. Only yesterday, I read that Dr. Spalding, aged 75, was run down in this city by a bicycle rider, a boy named Harold. The Doctor sustained serious injuries, and the boy was arrested. Again, while riding to Baldwin’s last Sunday, two riders were coasting Solomon’s Hill in a reckless manner, and almost ran into a horse and dog-cart; only by Herculean efforts and skill did the driver escape a most serious accident. It was an outrageous exhibition of carelessness on the part of the cyclists.

I wish to warn your Corey Hill that Captain Hildebrand is going to Boston, with a determination to climb that eminence. He will be the guest of Dr. Emery.

## CHICAGO.

### THE “STROLLER.”

BURLEY AYRES, “our own Burley,” is to leave us. He having taken a position with the Milwaukee and St. Paul Railroad and will henceforth be domiciled at Milwaukee. That Burley is to leave us seems hardly possible, he who has been so well known in the cycling history of this burg, from its infancy to the present time, and who has been such an enthusiastic worker at all times for the good of the cause, and who in club politics was the one most feared, so that it was always the field against Ayres, and who in defeat was always the essence of politeness, and as a rider was second to none, who on our tours was always the life of the party and now we are to lose you. There are but few of the riders of the earlier days who are now active wheelmen, and I am sorry to have you leave. I have followed you on many a run over what you were pleased to term “sand papered roads,” but what to me seemed anything but a road, and I am simply one of many.

SOME one calling himself “Blue and Gold” writes a letter to the *Wheel* in regard to that “Erminie Theatre Party,” and proceeds to call the members of a certain club, boys, and one member in par-



particular he characterizes in strong terms as obstinate. The writer in question seems to be ignorant of the fact that both clubs mentioned are on quite good terms, and what ever grievance some one member may have against a member of the other club, has nothing to do with the feelings between the clubs. "Blue and Gold" must be the "boy" of his particular club, and must have been a very interested member of that theatre party.

FRANK RIGGS mourns the loss of a 50¢ volunteer Columbia No. 329. Wheelmen are requested to keep an eye open for the wheel.

AN interesting pool tournament is here, played between team from the Chicago's and Lincolns for a \$25 cup. The first series were played Wednesday evening at the Chicago club room and resulted in a victory for the Chicago team. The next series will be played at the Lincoln club house. The successful team will probably be challenged by a team from the Illinois club.

WERE you at the Lincoln Club's monthly meeting? If not, you missed ex-President Oliver's speech and it was a scorcher. "Twinkle," "Victorene" and several other correspondents were sitting on the anxious seat. Poor "Observer" has not opened his head since his first effort, at least under that signature. And the Chicago's, they had a "right smart" time also. The head of the road department was hauled over the coals, for some imaginary offence. Then "2 A." Smith sprang a resolution to allow pool, cards and billiards on Sunday, when discussed the air fairly scintillated.

The Chicago's at their last meeting jumped on Temple. He has been an honorary member for the past three years and at this meeting it was decided that the election was null and void under the constitution, while on the other hand the Illinois Club, so I am told, have just elected Ralph to honorary membership and the Lincolns were going to, but since the action taken by the Chicago's they are trembling in the balance. A funny world this and lots of funny people in it.

THE Lumsden Stone race here May 18th, will be managed by the Chicago Club as they are backing their man in the series of races to be run.

#### SAN FRANCISCO.

##### "TRAMP."

ON the morning of March 1st the members of the San Francisco Bicycle Club found, at their respective addresses, a large, 10x4, blue envelope, sealed round with tape, and bearing a very gruesome legal appearance. Further examination proved it to be a certain legal summons, of the stereotyped pattern, summoning said member and his lady friends to the Supreme Court of the S. F. B. C., 110 McAllister street, on the evening of March 9, at 7.30. Said summons were issued in the name of "the people of the State of California, or as many as are interested in cycling," and "brought to recover a claim of good-fellowship alleged to be due to plaintiff for sundry entertainments, runs, speers, banquets, etc., etc., etc., enjoyed during the last year and during his connection with the aforesaid S. F. B. C."

CURIOSITY was rife during the ensuing week, but not an inkling could be obtained of the plans of the "presiding justice," save that "Ladies' Night" would be worthy of the honored name of the "S. Fs." On March 9th the rooms were crowded with the members and ladies. A large stage had been erected at one end and was prettily draped with the stars and stripes. Pots of palms stood in the corners, and the boxes were draped with the colors of friendly nations. The rooms presented a very cosy appearance.

THE programme was excellent, opening with an orchestral number of five pieces, followed by songs and recitations. Prominent among the many good things was the flute solo of "Les Sirens," by a prominent amateur, well known in musical circles of this city; and the playing of the Bandurria Club, under the leadership of Senor Jose Sanchos. "One Hour of Magic" was very enjoyable indeed, and concluded with the production of steaming hot coffee from what was apparently cotton batten.

THE advent of messenger boys, who collected their fees with remarkable promptness, caused great merriment, especially when the packages and letters were found to contain personal allusions and presents totally unexpected by the unhappy recipients. Our bank President received a little tin bank, and the Captain a jolly little suit of cycling clothes just sixteen inches long. As said Captain is six feet two, comment is unnecessary. [Our comment is "oh how very indecent."—ED.] The Secretary received a large, four foot club receipt for dues, and in his usual mercenary manner seized the occasion to hint that there were some delinquents. A zither solo, at 11.20, completed the evening's enjoyment, and Ladies Night of March is among many other of the pleasant memories of the past.

THE Outing Cycling Club intend organizing a trip to the Yosemite in the summer months, and have issued a very courteous invitation for wheelmen to join them.

THE Bay City Wheelmen contemplate camping near San Mateo during the Fourth of July week.

#### PORKOPOLIS NOTES.

##### "STAR."

A NEW street-sweeping machine, that seems to have escaped the notice of the ubiquitous "Hawkshaw," is on trial in N. Y. City. It is described as: a large, circular water-tank, running on three wheels, underneath which are placed large rollers or scrapers, set diagonally with pieces of rubber instead of bristles, as at present used in street-sweeping. Under the driver's feet is a water-pipe, from which copious jets of water are thrown, washing away the sand and mud, which is swept into the gutters and washed into the sewers. This machine is intended to scrub the filth from the granite and asphalt streets instead of smearing it over the surface as is done by the machine now in use in Porkopolis. It is said to have thoroughly cleaned a block of granite pavement in six minutes. If it really does the work that is claimed it will, its introduction here will be hailed with delight as it will do away with much of the annoyance consequent on our present methods of sprinkling, for a thoroughly clean pavement is not very slippery even though it may be wet, while one just swept by our present methods is as treacherous as if it had been liberally annointed with lard.

So those are the men that keep the "Whirl'd" in motion, are they? Well, howdy! Glad to see you looking so well. What a pity though that the effect of that intellectual brow, that grecian nose, and that eagle eye of Mr. Fourdrinier should be spoiled by that abortion called a drop visor cap! Just think to what advantage they would appear if he would but wear a properly shaped straight visor cap! A word to the wise etc.

ON the evening of the 12th inst., W. S. Maltby gave an exhibition of fancy riding at the Princess Rink. The attendance was largely made up of local wheelmen. The Kentons, Newports, and Cincinnati's were out in force. The two former clubs came in uniform and made good use of the surface during the early part of the evening, whilst the members of the latter club were content to sit in the balcony and look handsome. The Roller Toboggan Slide did a rushing business. Maltby's performance, while not up to expectations in every respect, was very creditable. Dr. Green and Charley Allen amused themselves during the intermissions by flirting with the girls that flitted by on the toboggan slide. Andy Hanauer, while riding a wheel around on the surface, could not imagine what made it run so hard till he accidentally discovered that a string of about fifty skaters was attached to the backbone, when he dismounted in disgust. The pleasure of the evening was somewhat marred by the boisterous conduct of certain individuals, whose actions gave emphasis to the line: "The loud laugh that speaks the vacant mind." It is unfortunate that it is in the power of a few who delight in the appellation of "D. F." to not only make such meetings unpleasant to many of those present, but to give to the general public an impression that wheelmen as a class are given to noise and childish actions.

#### NEW YORK.

##### "HAWKSHAW."

MR B. C. E. BENTLEY, of the New York Club, has taken out a patent on rather an ingenious attachment to wheels. He has placed inside of the hub, so as to pass entirely unnoticed, unless looked for, a set of gears of the planet type which he uses to overcome the extra power heretofore necessary to use to mount a hill. When the rider, whose wheel is equipped with Mr. Bentley's patent, desires to sacrifice speed for power, as for instance in hill climbing, all he has to do is to reverse the action of his feet just as though he intended to cause his wheel to go down the incline, instead of up it, and at once the gear is thrown into place automatically, and he proceeds upward without almost any effort at all. When descending grades all the rider has to do is to let his feet remain stationary upon the pedals, and the gear will cause them to refrain from revolving with the wheel. Mr. Bentley has ridden a wheel equipped with this appliance for over a year now, and while not in himself a strong rider, has by its aid been enabled to mount with ease hills that have tried some of our most expert grade grinders. Patents that are to do away with all the hard work of wheeling are, I know, just as numerous as the cranks who invent them, and they are legion, but really in this case there does seem to be some merit.

THE New York Club's "Smoker" on Friday evening is, so Chairman Heydecker informs me, going to be a record one in the annals of fumigatory affairs. There's going to be a band, beer, spread, wine, song and gaiety galore, and as it's all free, gratis, for nothing, I feel safe in saying that a large and appreciative audience will en-



joy it. While I don't want to rave, yet do you know this term "smoker" is more or less of a misnomer? Why should they call these affairs "smokers" any more than any other "stag" rackets? Wherever men assemble, without the company of the fair sex, don't they smoke, if they have anything to smoke? Of course they do, but then the term is an imported one, so I suppose that that makes its use proper.

LOUIS HARRISON has gone West to hunt buffalos, or something or other, so if any of your correspondents out there see anything of a nice looking blonde individual, speaking French, English and Bostonese with equal fluency, they may all know by those presents that the gentleman is the ex-Captain of the Boston Bicycle Club. Any favors, such as showing him where buffalos, Indians and such like can be killed in the vicinity of a first-class hotel, will be duly appreciated by Mr. Harrison and his many friends.

## BALTIMORE.

### "NORVAL."

HAGERSTOWN, Md., is all aglow over the big bicycle meet to take place in that city on July 2d, 3d and 4th. It is expected to far surpass the one held there the Fourth of July, 1886. It is also expected that the lady bicyclists will add considerably to the attractiveness of the occasion. The various committees are hard at work perfecting all details. It is understood that clubs from all parts of the country will attend. The hotel accommodations are ample. The meet will not be under the auspices of the L. A. W., nor has it anything to do with the Maryland Division. It is the special enterprise of the Hagerstown Club.

A PETITION is being circulated, asking that the Pimlico road be exempted from the operations of the fast-driving ordinance, regardless of the improvement of the road. Cyclists will not object to fast driving, but they want the road improved whether or not fast driving is to be allowed.

THE seventh annual banquet of the Maryland Club was held Thursday evening, March the 13th, at the club house on Mt. Royal avenue. In the gymnasium, on the third floor, a large T-shaped table was set, and about seventy-five men in all the glory of full-dress suits sat down. Mr. S. T. Clark acted as toastmaster, and the speeches were spicy, humorous and worthy of the Maryland Club.

CUMBERLAND, Md., will have a bicycle club, and it will be a League club, too. There are seventeen members, and they are all in the fold.

THE sweet, the fair, the ravishing Pauline is among us, and every susceptible bachelor's heart is on the "flut."

## NEWS

### AND COMMENT.

WE always dislike to miss anything that the Roxbury (Mass.) Club have to do with, because we know from experience that this club never does matters by halves. Hence our sorrow that a previous engagement prevented us from being present at the third dinner of the Roxbury Bicycle Club, which took place at Young's last Saturday. Howard, of the *Globe*, and Kerrison, of the *Herald*, were among the honored guests of the evening, also Secretary Bassett.

THE Maverick Club, of East Boston, took its fifth annual supper last week.

THE Harvard (Mass.) Bicycle Club will celebrate its tenth anniversary, on the 11th of May, by a tournament on Holmes' Field. Particulars later.

WHERE, oh where will the League meet be held this year. Echo answers—?

PARDON us, Philadelphia *Item*, but Bert Myers does not hold the "best American 24-hour record."

IN the vicinity of Boston the pony team, the Baily brothers, rattled everything round here on a tandem trike. We hear their mount this year will be a tandem bike—buzz!!

THE Cambridge Club will dine at Young's on the evening of the 25th.

WALTER T. BOWERS, of Saco, Me., will put a patent bicycle lantern and attachment on the market this spring. The lantern head is rivited to a steel spring and the spring can be fastened to the pedal pin of the bicycle without the use of screw or bolt. By those who have seen it it is claimed to be an excellent device.

OUR next issue will be a corker.

READ Mr. Ross' testimonial on the editorial page. It conveys its own moral—Advertise in the *best* medium.

THE New York Bicycle Club has secured over 2000 names to the petition for asphaltting the grand boulevard.

A CYCLIST of Passaic City, N. J., is in the habit of taking the smooth "tramp walk" between the two tracks of the Lackawanna road from the Bloomfield avenue station to the nearest point of the boulevard at Franklin. One day this week he saw an express train in front, and ran close to the other track to avoid it, as he had frequently done. Just then he heard a whistle shriek behind him, close at hand. There was no time to cross, and he threw himself flat on the ground with his bicycle, supposing that his time had come, as he expected the wheel would be caught and so entangle him as to give him little chance for his life. Both trains passed, and neither the rider nor the vehicle was injured. He now sticks to the highway, as being "good enough."

THERE is nothing that a father or mother can do that will do more to save a weak and sickly boy than to put him on a bicycle, and let him ride whenever he can get spare time. The exercise will not only be a benefit to him from a physical standpoint, but it will do him good morally.

THE Missourians are waking up, and the L. A. W. Division is doing great work; petitions are being circulated and signed extensively, protesting against the idiotic Warner bill.

WE grow envious and discontented when we think of that Elwell European party, and the fact dawns on us that our name is not on the roster.

A TIP—but for goodness' sake don't say I told you! W. Windle has bought a new pair of racing shoes!! What portentions does this portend, eh?

THE cycling columns of the general press always have some hoary old chestnuts floating round, and that have certain characteristics of Mr. Banquo's ghosts. The particular chestnut that is now bobbing up all over the country, is that about ex-President Hayes family and the tricycle.

THE Boston Technology Cycling Club have given the defi to the Harvard Club. We admire your pluck, Tech, but—? The challenge reads as follows: "The Technology Cycling Club challenges the Harvard Bicycle Club to a road race of from twelve to twenty miles, for a trophy similar to the last one, the race to take place some time in April."

THE editor of the Pawtucket, R. I., *Tribune* wants to see a certain youth of that town thrashed, because of a pleasant habit he is said to have of riding on the sidewalks and skillfully knocking down pedestrians. If the charge is true we don't know but that *we* would be also pleased to hear of the proposed castigation.

THE Jamaica Club sat down to dine at the Boston Tavern last Tuesday evening. There were 15 members present. The *menus* were little gems of their kind.

THE New Mail Safety seems to have struck a popular chord judging from the manner the orders are being booked by Read & Sons.

THE New Jersey Road Bill has become a law!! Tally one for N. J.

DAN CANARY earns \$100 a week, by means of his "tricks that are vain." Would that we were that kind of a canary bird.

MEMBERS of the Rhode Island Wheelmen, of Providence, did valiant service as fire laddies one day last week. The way in which Dr. Bogman risked his life to save the coal scuttle, and the brilliant dash made by Mr. Davol in rescuing a teacup, were sights that caused tears to flow from strong men's eyes.

EDITOR FOURDRINIER is on the *front* seat of the tandem, and Editor Dean on the rear seat. This in answer to several misstatements which have appeared. If those making the mistake had read our editorial on the cartoon they would not have made the error.

A SINGULAR and amusing coincidence in connection with the new club house of the Brooklyn (N. Y.) Bicycle Club, is the fact that the residence adjoining is occupied by a family that recently moved away from the house adjoining the present home of the club on St. Felix street, as they objected to the buzz and noise which necessarily characterizes such a club.

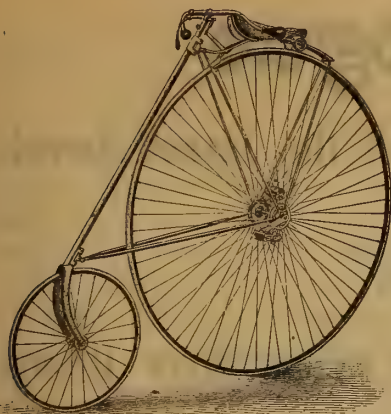
## AN IMPORTANT BILL INTRODUCED IN THE NEW YORK ASSEMBLY.

*Editor Bicycling World:* I enclose herewith a bill which was introduced by Mr. Yates in the assembly last Monday evening, amending the prison bill passed last year.

Section four of the amendment is of great importance to wheelmen in New York State, and one that the League, as well as the individual wheelmen, should be interested in. At present our prisons are full of convicts which are kept in idleness and which should be breaking stone and keeping our roads in repair.

In this they would be doing a great public good without interfering or competing with honest labor.





No Headers.

# THE EAGLE.



No Levers.

Yes; The "Eagle" will climb a hill. It can be ridden up any hill that has ever been climbed on a Cycle.

No; It will not tip over backward as soon as you mount it, that is, if you know how to ride it.

Can you mount it? Well, we think you can, unless you have less than the average ability as a rider.

No; The position is not pushing backward; but directly downward, and is almost identical with that of walking; it is easy and natural, and an "Eagle" wheel can be ridden a great distance with very little fatigue. It is well adapted to rough and hilly roads, and can be ridden with ease and safety where it would be impossible to go on an "Ordinary."

These statements we are prepared to practically demonstrate, and are doing so daily, to the complete satisfaction of all who visit us.

If there is not already an agent for the "Eagle" in your locality, we should be pleased to hear from you.

**THE EAGLE BICYCLE MFG. COMPANY,**  
STAMFORD, . . . . . CONNECTICUT.



No Clutches.

Mention this paper.

**Send For**

**CATALOGUE.**



No Chains.



# Our 1889 Catalogue

will be issued on March 1st, and will include all the latest Novel-  
ties for the coming season.

*Send your name and address and a copy will be mailed free.*

A Sample of our new Ladies Swift Bicycle can be seen at our Show Rooms,  
**239 COLUMBUS AVENUE.**



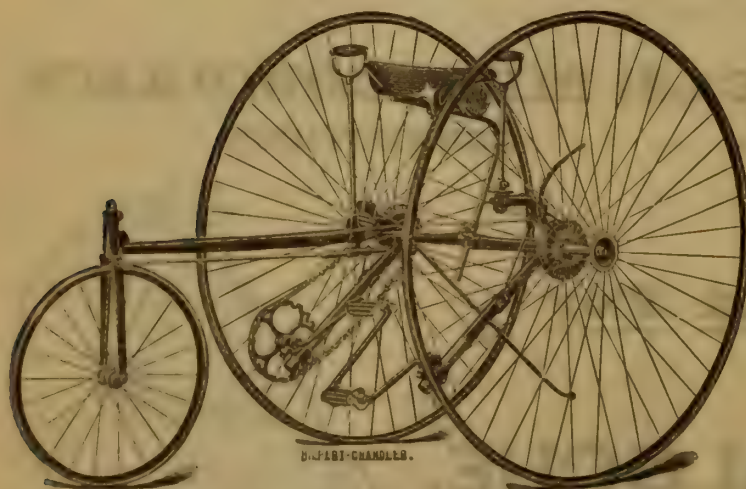
**THE · COVENTRY · MACHINISTS' · CO., · LD.,**

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## THE AMERICAN CHALLENGE TRICYCLE

Price, Balls all over, \$115.00.



Practical, thoroughly, on all sorts  
of American Roads, a remark that  
cannot be made about most three  
wheelers.

Don't forget our beautiful little

### Ideal Tricycles,

In two sizes, 30 and 34 inches,  
priced at \$35 and \$40 respectively,

Largest Catalogue published (80 pages) free on application.

**GORMULLY & JEFFERY MFG. CO.,**

**222 to 228 No. Franklin Street, - - - CHICAGO, ILL.**



Every member of the New York Division should be urged to bring what influence he can to bear upon the Representative from his district in order to have this bill become a law.

The bill is to amend Chapter 586 of the laws of 1888, entitled "An act providing for the proper employment of convicts in the penal institutions of the State, and making an appropriation necessary to prevent the prisoners from remaining in idleness."

The proposed amendment reads as follows:

"The sheriffs of the several counties of the State are hereby authorized and empowered to cause all prisoners who may be sentenced by the judgment of any of the courts of this State to confinement to the county jail at hard labor, to be put at work in cultivating and improving the county and town lands, highways, roads and bridges, breaking stone therefor, and such other public work, and at such time and at such locality within their several counties as the Board of Supervisors thereof may direct."

Yours fraternally, C. E. WHITE.

### WHEELS—THEIR SIZES AND GEARS.

The following table and rules for calculating, furnished by Mr. C. D. Buckwell in the *Cyclist*, will prove of value and interest to our readers.

"A table showing the circumference of different sized wheels, and the number of revolutions each makes in a mile; also the most ready method to determine if a driving wheel is geared level, or how much up or down:

| Diameter of wheel<br>in inches. | Circumference in<br>inches and 7th. | Number of revolutions<br>per mile. |
|---------------------------------|-------------------------------------|------------------------------------|
| 30                              | 94 2                                | 672 00                             |
| 32                              | 100 4                               | 630 00                             |
| 34                              | 106 6                               | 592 95                             |
| 36                              | 113 1                               | 560 00                             |
| 38                              | 119 3                               | 530 52                             |
| 40                              | 125 5                               | 504 00                             |
| 42                              | 132 0                               | 480 00                             |
| 44                              | 138 2                               | 458 18                             |
| 46                              | 144 4                               | 438 25                             |
| 48                              | 150 6                               | 420 00                             |
| 50                              | 157 1                               | 403 20                             |
| 52                              | 163 3                               | 387 69                             |
| 54                              | 169 5                               | 373 33                             |
| 56                              | 176 0                               | 360 00                             |
| 58                              | 182 2                               | 347 68                             |
| 60                              | 188 4                               | 336 00                             |

To find the circumference of a circle, multiply the diameter by 3.1416, or 3 1-7. Example, a driving wheel 48 inches in diameter—Multiply 48 by 3 1-7=150 6-7, or say 151.

To find the number of revolutions a wheel 150 6-7 inches in circumference makes in a mile, reduce the mile to sevenths of an inch, thus—1760 yards=5280 feet=63,360 inches=443,520 sevenths of an inch. Divide this by the circumference 150 6-7 of the wheel as above, reduced to sevenths of an inch. Example—150 6-7 multiplied by 7=1056; then 443,520 divided by 1056=420. Answer, 420 revolutions to the mile.

A driving wheel of tricycle or safety bicycle is "geared level" when the number of cogs is the same on both chain wheels. If geared up, the cogs of chain wheel on driving axle are less in number than chain wheel on crank axle. If geared down the cogs of chain wheel on driving axle are more in number than chain wheel on crank axle. To find how much a driving wheel is geared up or down, multiply the diameter of wheel by the number of cogs on crank axle, and divide the product by the number of cogs on driving axle. Example—Driving wheel, 30 inches diameter; chain wheel of ditto, 10 cogs; crank chain wheel, 16 cogs—Multiply 16 by 30=480; then divide 480 by 10=48. Answer, gear to 48 inches.

The number of revolutions made by the crank, which is the actual number of times the foot has to move round in going a mile, must be taken on the size the wheel is geared to; thus, a 30-inch wheel makes 672 revolutions of the crank in a mile, but if geared to 48 inches the crank only makes 420 revolutions to propel the machine the same distance as the 672 revolutions would if geared level.

### HOW TO LAY A TRACK.

To *Bicycling News* are we indebted for almost all of the following valuable hints as to how a track should be built and equipped:

A most frequent question, in the experience of cycling editors, is—How shall a track be laid? It is an absolute necessity that the especial circumstances of the individual cases should be carefully considered, and in every case dealt with accordingly. Just as in road-making one highway may be blasted through solid rock and last, practically, forever, as far as its bed and basis goes, while another may be made through a swamp which yearly swallows up

tons of rubble, and yet remains bad and rotten. So with tracks—one may have a gravel, chalky or rocky bottom and need but little care to keep it level and in good order; while another, built upon clay or sand, may be forever sinking and losing its shape. It is possible, however, to lay down some general rules by which any person may be guided in the laying of a racing path, and we propose to propound them briefly for the benefit of those who are in search of knowledge.

*The size of the track.*—The path should be neither too small nor too large, not more than four laps to the mile, nor less than three. The four-lap track we rather favor as the best and most convenient size. The public can see every incident of the race, and the intermediate quarter-mile times can be taken on one watch, and not checked by two or three different timekeepers. If a track is necessarily smaller than four laps to the mile special attention must be given to the banking of the corners.

*The shape of the track.*—This will of course depend much upon the ground on which the track is to be built. The sharper your corners, the greater the chance for accident, and the possibility of fast time is much reduced. We incline most decidedly to an oval shape, with the finishing side flattened so as to give a straight run home. Let the rest of the track be almost all on one curve, so that the corners at the two ends will be made as gradual as possible.

*The width.*—We do not think it safe or advisable to build a track less than 20 feet wide, with a straight finish 40 feet wide.

*The bottom of the track.*—On this—the basis of the path—everything depends. Should the proposed ground possess a sound subsoil, such as gravel or chalk, the work and the expense will be much lightened, and in any case the track excavations should be taken down to this hard base, if by any means possible. If, on the other hand, the subsoil is clay, sand, or any similar treacherous basis, the bottom must be made hard and solid before the delicate top is put on.

*The foundation* must be made of solid rubble, the bricks from a dismantled house, large clinkers from ironworks and similar places; in fact, any heavy rubbish, except unbroken boulders. The bottom of the trench—the depth of which will wholly depend upon the necessity or otherwise of putting in an extra solid basis—should be rammed with paviors' rammers till quite solid, and then the heavy rubble should be also pounded in piece by piece until a smooth and quite solid base is formed. This first bottoming being level, the architect of the track must next consider his "bevelling," i.e., the raising of the outside edge of the track on all curves, and to make a sound job of this the bevelling should be considered from the first. The solid rubble base should therefore be made thicker at the outer edge round all the curves, gradually coming down to the level on the straights. The trench should have perpendicular sides, and should be the full width of the intended track. The thickness of this heavy rubble foundation will wholly depend on the subsoil; it may be almost unnecessary, or may have to be a foot or two thick. Where the ground slopes it may be necessary to make a cutting through a bank in one place, and carry the track well above the level of the field in another, and, if the subsoil is sound, the foundation may be very thin in the cutting, and two or three feet thick in the embankment. The whole object of this solid foundation is to prevent settling, and every dollar expended upon the foundation will save ten dollars worth of labor upon the surface of the path in the end. Therefore, look that your foundation is right, as the first and most important consideration.

(To be continued.)

### JOHN L. STOUT FALLS DEAD.

JUST as we go to press we receive the report that John L. Stout, the deaf mute Star trick rider, fell dead from his machine, in Kansas City, while giving a performance. We hope the report will prove to be untrue. [Later.—The rumor is confirmed.—Ed.]

### WESTERN WHEELMEN'S LEAGUE.

A MEETING was held at Denver, Col., on Wednesday evening, for the purpose of organizing a Western League.

This association will be in the interest of bicycling and the promoting of racing. It is intended to cover all the territory west of the Missouri river. Its principal object is to do away with professionalism, and have all races run on the "class" system, the same as in trotting associations.

### THE MISSOURI BICYCLE BILL.

THE now celebrated Warner bill is having a rocky old time in the Legislature. The ridiculous dismount clause has been killed, and as ordered engrossed the amended bill will read as follows:

"Section 1. It shall hereafter be unlawful for any person or persons to engage in any race, mounted on any vehicle usually called



velocipede, or bicycle, on any highway or public road in any of the counties, outside of any city limits, in this State.

Sec. 7. Any person and persons violating the preceding section shall be guilty of a misdemeanor, and shall, upon conviction thereof, be fined in any sum more than \$100; and he shall moreover be liable to other persons who may have sustained damages by reason of the frightening or running away of horses or mules, to be recovered by civil action in any court having competent jurisdiction."

There is doubt that even the bill as amended will ever become a law. As boiled down, it is simply a law prohibiting cycle racing on the road, a measure against which we cannot conscientiously raise a protest.

#### "PENNSY'S" LAST SMOKER.

HANDSOMELY-ENGRAVED invitations furnished the open sesame at the door of the Pennsylvania Bicycle Club last Friday evening.

The Glee Club opened the programme with several choice selections. Then followed vocal solos by J. F. Braun and J. S. Bretz, and piano duets by A. F. Bracher and J. F. Braun. With some difficulty the rooms were then cleared for an exhibition of legerdemain, by Mr. J. A. Sperry, of New York. Mr. Sperry also favored the company with several fine recitations, and later in the evening with an exhibition of finger billiard playing, some of his work in this direction being simply wonderful. A zither solo by Mr. Deeg came next, and during its performance the doors of the ladies' room, in which the lunch was laid, were thrown open, but in spite of the fact that cyclers are usually a hungry crowd, very little attention was paid to the spread, the tip having been given that the sparring was about to begin on the upper floor.

All of the bouts were between professionals. Dennis Killen and Joseph Killen, two heavy weights, led off, but although they were evidently good men yet their wholesome respect for each other prevented that lively work which brings down the house. A more lively affair was that between Walter Campbell and Professor Moore, in which the former bore off the honors, showing better science than Moore, as indeed he ought to be, having for his father-in-law no less a personage than Arthur Chambers. The final bout was hot and it took the boys, arousing the greatest enthusiasm.

Among the visitors were prominent men from all the city clubs, the Century and South End being particularly well represented, and it was both a hungry and thirsty crowd that made a break for the supper room after the sparring, where claret cup, lemonade and sundry edibles comforted the inner man. The committee in charge of this very successful affair were: Messrs. A. F. Bracher, Chairman; J. A. Taylor, J. S. Bretz, S. E. Battersburg, J. F. Brainard, W. A. Stadelman.

Philadelphia, March 18, 1889.

#### A NEWSPAPER BICYCLE CLUB.

THE following notice has been sent out to the newspaper men of Boston:

"All those who see the healthful benefits and social pleasures to be derived by the formation of a bicycle club, composed exclusively of attaches of Boston newspapers, are requested to meet in Room 52, Herald office, at 4 o'clock P. M., March 21, when the subject will be discussed, and, if thought advisable, steps will be taken toward forming a permanent organization."

#### GREAT CENTURY RUN, 1889.

THE committee in charge of the great century run for 1889 have decided to set the date for the same for Saturday, June 8th, unless it should be found that this conflicts with the date of the L. A. W. meet.

The rendezvous will be made at Orange on the previous evening, and good accommodations will be provided. The route will lie through Newark, Elizabeth, Plainfield, New Brunswick, Princeton, Trenton to Philadelphia.

The run is open to all wheelmen. Arrangements will be made for photographs of the party at different towns on the route. Fuller particulars later.

L. A. CLARKE,  
25 Broad St., New York City. Chairman and Secretary.

#### SOME MEN I HAVE MET ON THE RIPLEY ROAD, AND FAIN WOULD MEET AGAIN—BY "JACK."

(Concluded.)

SWINDLEY, good fellow, with his bland smile and his Kennedy-Child manner, and the yellow handkerchief peeping out of his pocket, dressed in cyclist grey and white "sweater," is working honestly on the steering seat of the tandem. I slow up as I cannot

hold them, and up comes a wee mannie on a 50-inch Rational. A little man with an exquisite and colossal moustache, and double eyeglasses. "Hello," chirps Mr. Tommy Moore, of a paper with a very long name. "First time I've been out this month," and then that funny, double-you-up laugh of his breaks forth, as he comes to some rising ground, and his little black-stockinged legs fly round. "Swish" goes C. H. Larette on his "Olympia;" "Great Scott," snickers Tommy, "but Larette is in a hurry, as usual," and past us goes a little man, of middle age, in a brown suit, who seems endowed with remarkable energy; Larette, the editor of the *Athletic Journal*, who "lets me have it" occasionally in his cycling column.

Coming from Ripley is a handsome, brown-skinned, brown-eyed boy, with a wreath of blue-black "Indian" straight hair, driving a high geared light safety with the regularity and grace of a piece of machinery. It is G. T. Langridge, Captain of the North Road Club, one of the fastest men on the road. As fine and frank a man and gentleman as ever rode a wheel is the great North Road rider (who now, by the way, rides a "Rational," and swears by it). Some happy rides I have had with G. T.

But what hateful "sound is that assails mine ears?" "Oh, that's 'Bath Road Smith,'" says Langridge. "With his confounded 'Otto' horn," says Tommy Moore, as he indulges in one of his bend-you-up snickers. A little sandy haired man, on a fast "Cumber" safety, with his right hand clasping a rubber horn painted blue, the color of a wai cycle, or one of the blue monkeys that climb up a yellow stick (you know, the misery toy). By the compression of a rubber ball at the end of the horn tube, a series of groans and jerky jack-ass brays are produced, which delight Smith's uncultured, unmusical ear, and are the cause of many solitary rides, for although Smith is a favorite his horn is known, despised and detested along the road. With his grey cap on the back of his head he whirls along, and will soon be sitting on one of the tables at "the Talbot," in Ripley. He it was who won the 50-mile Bath Road race last year, in excellent time. A good fellow, but with a horn in whose note is embodied what Carlyle would call "the maximum of detestability."

A tall, dark man riding with rythmetical movement a 58-inch ordinary, is no other than Geo. Lacy Hillier. Close on his heels is a great admirer of his, Harold Woller, a clean cut, slim youth on a 50-inch New Rapid, who will yet be able to show men the pace on the road. To speak of Mr. Lacy Hillier will be to enter upon an old subject. One of the editors of *Bicycling News*, the writer of "The History of Cycling" (Badminton Library), and an old ex-champion for long and short distances, his name is too well known to need mention.

Coming grinning up the road at a good pace, on a heavy machine, is little G. H. St. Clair-Granville. His babonic actions at the "Talbot," and his "Giant" song, are well known, and have endeared him to many a one. He is the man who tempted me out in a Scotch kilt for a 50-mile ride on a Humber tandem. No, I shall never forget the glory of that ride, dressed in the "garb of Old Gaul," as C. W. Nairn put it. Although a Teddington (Middlesex) man, St. Clair-Granville spends most of his days (and his money) at Ripley.

On the steep hill into Ripley we feel the wind of an "Olympia tandem," and hear Freddy Cooper's famous yell, as he steers one of his own machines at a frantic pace (peculiarly Freddy Cooper's) down the hill, with Sydney Chalk, of the Roads Record Committee, on the front seat. Close behind comes A. B. Gossett, a 250-mile tricycle veteran on his famous "Ripley" trike, and gracefully pedalling a tall, light looking machine, is Teddy Mayes, the Ripley Road flyer. A good looking, frank Englishman is Teddy Mayes, always sure of the sympathy of the ladies, as he pushes his Humber racer to glory on the path.

As we sit on the wall opposite the "Anchor" we see quite a number of well known men. In a "Kildare" safety of graceful outline, sits the great and only Sydney Lee, the Pope Mfg. Co.'s English agent. "His peculiar form of salutation" is given with his head lifted to one side, and with a twinkle in his grey eyes, which are always busy searching a man through, to see how much of his yarn he believes. A good fellow and honest man is Auctioneer Sydney.

A little, thick set fellow (a six-foot man moulded down into about five feet six, with curly yellow hair and a red perspiring face) is G. L. Morris, the great road and path racer, on his 24-pound road racing "Referee" safety, an honest and fast mount. Riding up at a leisurely gait, as though he were on the outlook for an item, is our friend and co-editor of *Bicycling News*, "Comus," or Hubert Kelly. Kelly, the polite and courteous; Kelly, the unsuspecting; a personal friend of the Le Feu brothers, who have not been heard from since they struck up the dark waters of the Amazon. Dear old Kelly. Ever on the lookout for "Hum of the Wheel" (the caption of his *Bicycling News* column). Seated in the "Anchor" we find Harold Crooke, of Guildford, a thoroughbred and a good rider, winner of some long road rides, 100 miles, etc. He rides a thirty-



pound "New Rapid," good road or bad road, without lamp or brake. Seated in the parlor, talking to "Harriet," is Mr. Geo. Wheeler, of Wandsworth, a grey-haired gentleman, who rides a Marlboro' Club tricycle. A plucky rider for a man past the meridian of life.

And there are many more notables who are well known on the road, but of them and others more anon.

### GREAT CLEARANCE SALE.

A CHANCE to secure a new machine at a great reduction is offered by Messrs. Singer & Co.—witness the following circular:

"The machines on this list are offered at a great reduction of price to effect a clearance. They are all new and of best material and workmanship, but in some cases not of present standard pattern, while others are styles of machines that, in order to reduce the number of our patterns, we are discontinuing to make. The prices quoted are already very low, but we are prepared to consider offers for two or more machines. The tricycles offer a rare opportunity for those who may require machines for hiring purposes, and the stock being limited, intending purchasers should order at once.

SINGER & Co.,

Boston, Mass., March, 1889. 6 and 8 Berkeley street.

[We should advise our readers sending for their clearance catalogue.—ED.]

"You are doubtless interested in cycling progress, here as elsewhere, hence I write to say that the season's outlook here is flattering. Yesterday (15th) was our first "sunshiny" day—thermometer 70 degrees. Pope Mfg. Co.'s store had nearly 100 people in it from 11 to 2 continuously; Spaldings not so many, but a larger proportion of buyers; Western Arms Co. had a large crowd all day, and Stokes the same. I have witnessed the opening of a good many cycling seasons in Chicago, but have never seen anything like the present scramble to get wheels. In Spaldings saw four men standing in line for their turn at the manager's desk all with a large roll of bills in their hands. Report of sales from the four leading houses establishes an average of 10 safeties to every "ordinary" sold. Every one is "guessing" regarding the "Stroller's" identity, he is creating lots of talk here and all eagerly scan the paper every Monday for his notes. Gormully & Jeffery also on the boom and report big sales." The above comes to us from Chicago.

MR. ARTHUR SIDWELL, for four years the manager of the Repair Department of Stoddard, Lovering & Co., has severed his connection with that firm, and will hereafter conduct a general repair business on his own account, for the present retaining his old rooms at 152 Congress street.

"NEW RAPID Cycles again to the front. The three machines used by Messrs. Butteridge, Bloxham and Hitchcock (viz., two bicycles and one safety) on their extraordinary ride from Sydney to Brisbane, a distance of 730 miles, in eleven days, were "New Rapids," and these gentlemen report to us that they had no need to touch them with a spanner during the whole distance, though each rider carried over 20lbs. of luggage. Comment is needless."—*Australian Exchange*.

L. H. JOHNSON reports a brisk demand for Premier Safeties and Tandems, the sterling qualities of Hillman, Herbert & Cooper's machines, well known to all riders of the Kangaroo, being manifested by the orders for their various patterns of rear-drivers, from all over the country. The Special Premier Safety has become a great favorite with both ladies and gentlemen, having been especially designed and manufactured for Mr. Johnson's trade.

THE New Rapids are taking immensely in Chicago and they should, that is, if merit is any reason why a wheel should sell.

A. G. SPALDING & BROS' catalogue for 1889 is out. It contains 64 pages exclusive of covers. Everything a cyclist can possibly want can be found catalogued. They have adopted an ingenious telegraphic code whereby a man can order any machine they handle by the use of just one word. Their leading machine is of course the Victor.

ADVERTISE your second-hand wheel now. This is the medium, read the testimonial of Singer Co. on Editorial page.

CHAS HAAG is making Bicycle Hose from the best of German worsteds for \$10.00 per doz. It would pay dealers to correspond with him, 852 8th avenue, N. Y.

MERWIN HURLBUT & Co. are preparing illustrated catalogue containing 218 valuable pages. Every wheelmen should have one.

CHAS. SCHWALBACH has all the Brooklyn Base Ball Team riding wheels. Charles is up to the times.

EVERY dealer should have automatic box at his store. Hear what C. Schwalbach of Brooklyn says, "I am pleased to call the attention of wheelmen to the pleasant properties and value of Tutti Frutti chewing gum. Since placing the gum on sale in my wheel headquarters at Prospect Park, it has become a great favorite with the hundreds of bicyclists who frequent my store. Those who use it on the road once never afterwards go out riding without it. It keeps the mouth moist by inducing a plentiful supply of saliva, is pleasant to the taste and greatly aids digestion. My sales have remarkably increased, and I think Tutti Frutti has come to stay among the wheelmen. I almost forgot to say that all racing men use it.

THE New Mail in New York.—The New York City agents for New Mails are Messrs. Schoverling, Daly & Gales, of 302 Broadway, a house which has long occupied an established position in the fire-arms and sporting goods world. The firm have an elegant store on Broadway, and the New Mails show to advantage in their windows, attracting much attention. The bicycle department is on the first floor, and is in charge of L. B. Whympier. A large stock of 1889 New Mails is already in this department, as well as a line of American cycles, and boys' and girls' bicycles, tricycles and velocipedes.

WITHOUT doubt one of the handsomest catalogues ever published is that of Norman & Bennett, manufacturers of athletic and outing foot wear. This beautiful pamphlet soars above the ordinary, it is a work of art in its original illustrations. It also contains a full set of the tennis rules of the U. S. T. A. Send to Norman & Bennett, 133 Oliver st., for a copy, and mention this paper.

THE Coventry Machinist Co.'s catalogue for 1889 is now out and we would advise our readers to send to them at No. 239 Columbus avenue, for a copy.

AN informal reception to wheelmen, to commemorate the opening of the riding season and the opening of the Pope Mfg. Co.'s entire building to the interests of cycling, will be held at the Pope Mfg. Co.'s offices and ware rooms, 77 Franklin street, Boston, on Saturday, the 30th inst., from 6 to 10 P. M. A first class entertainment will be provided and a fine collation served. It is the intention to send invitations to all wheelmen of Boston and vicinity. It is impossible to obtain a complete list, and the Pope Mfg. Co. announce that they will take pleasure in sending an invitation to any wheelman who will send them his address on or before Thursday, the 28th inst.

## THE KODAK CAMERA---FOR WHEELMEN.



Price, \$25.00.

THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and pressing a button.

One Hundred instantaneous views may be made without reloading, and a knowledge of photography is unnecessary. The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The "Kodak" is an article which every wheelman should possess, and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

Send for copy of Kodak Primer, containing Kodak photograph.

**The EASTMAN DRY PLATE AND FILM CO**  
**ROCHESTER, N. Y.**

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**Cycle Dealer & Repairer,**

**473 Tremont Street,**

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Patented Feb. 15, 1887.



Ordinary Bicycle, \$10.00  
Safety Bicycle, \$11.00

## All the Accepted Road Records

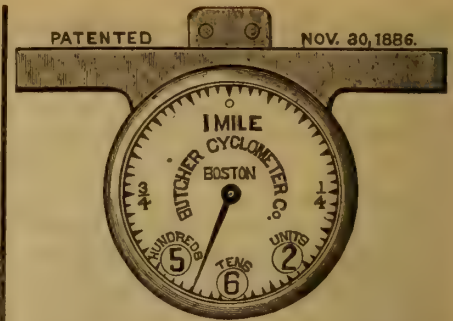
Were measured with, and thousands of the best  
wheelmen use only the

## BUTCHER CYCLOMETER.

SEND FOR CIRCULAR TO THE

**BUTCHER CYCLOMETER CO.,**

338 Washington Street,  
BOSTON, MASS.



Many riders demand a spoke  
cyclometer. We furnish same  
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PRICE, - - - - \$5.00



Mails, &c. A very fine assortment of Second-hand Machines always on hand. **Do not fail to send for our Bargain List of such, before purchasing. List FREE upon application. Repairing in all its branches. Difficult Repairing a Specialty!!**

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City Agents for the H. B. Smith Machine Co., makers of the celebrated Pony Special Star, 39x24, Star Safety, &c.

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Be sure and send for Samples and Blanks.

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Columbia Light Roadster, used one year, \$60.00; Singer, very good, \$50.00; Marlboro' Light Roadster, new last fall, excellent, \$115.00; Columbia Tandem, excellent, \$150.00; Marlboro' Tandem, '88 pattern, as good as new, \$105.00. The above are great bargains, and will only be sold for cash. Should you propose purchasing a Tricycle you will find it advantageous to write.

**WHITTEN, GODDING & CO.,**  
PROVIDENCE, R. I.

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procured in the U. S. and  
all foreign countries.  
Cyclists' inventions a specialty.  
Reduced rates to members  
L. A. W. Pamphlet free. HENRY CALVER,  
Atty. at Law, Washington, D. C. (L. A. W. 26,836.)

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## New & Second-hand Wheels

Of Every Description.

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Wheels Bought, Sold and Exchanged. Old  
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Buy no more Ready-made.  
Send 6c. for Seasonable Samples, make selection, take your measure by our simple rules, and order our Celebrated \$3 Custom-Made Pants, or finer goods, \$3 to \$8, by mail or express.  
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Bicycle Uniforms a Specialty.  
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Psycho or Singer Safety  
Tandem Bicycle, \$200  
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That Ladies can learn to ride  
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Only a few lessons necessary  
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Lessons private, only two pu-  
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Send for further particulars  
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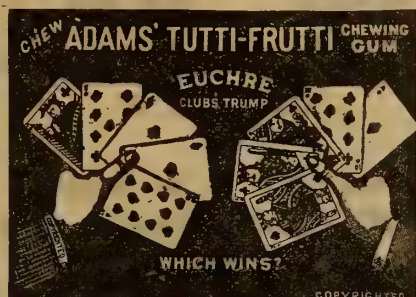
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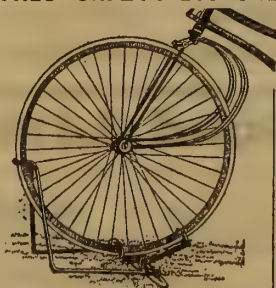
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The **BUFFALO SAFETY BICYCLE STAND**

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| 102 | 51-inch Standard Columbia, Half Nickel,<br>straight Bars, Ties in very fair order...                                                                                                      | 30.00   |
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Repairing a Specialty, all work done on the premises.  
Sole Agent for

**New Mail, Columbia and Club Bicycles, Tri-  
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All Branches of the Bicycle Business, Riding Acad-  
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**HOLMES & CO.**

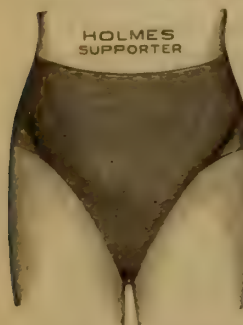
We call special attention to our New Circular for the coming season. We have added several new things to our list, which we trust the trade will appreciate.

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Bicycle Riders, Lawn Tennis Players, Yachting and Rowing, Base Ball and Foot Ball, Gymnasium.

League Color, Grey Mixed, Black, Navy or any Color, Plain or Stripe.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Bathers and Gymnasts, and we are told that it is the

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The Only Official Tailors to  
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PRICE LIST L. A. W. UNIFORMS.

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**REPAIRERS** If you want SPOKES.  
" " " RIMS.  
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Send to HOWARD A. SMITH & CO.,  
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Second-hand machines from \$25.00 to 95.00.

Immense reductions in prices. Send for  
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Simplest and Best In-  
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Registers 2500 Miles.

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Send to A. W. GUMP & CO., Dayton,  
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Rubber tires with tool bag and tools.

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Mention this paper.

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American Champion Bicycle,

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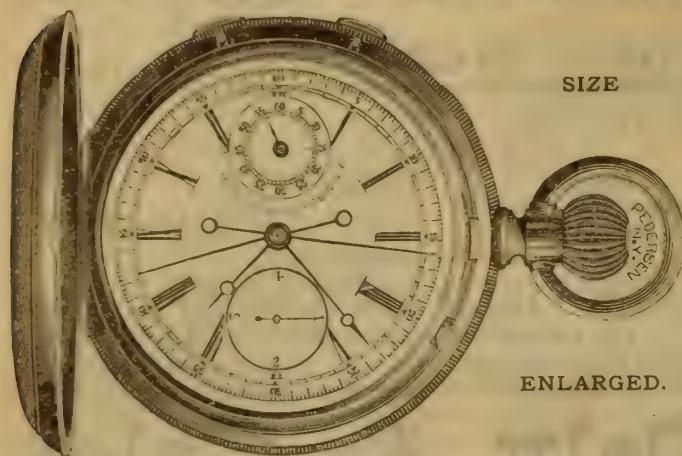
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OUR SPECIALTIES.

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SECONDS, FLY-BACK, Chronograph, WITH  
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7. Same as No. 6, but with MINUTE REGISTER and  
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**JENS F. PEDERSEN,**

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CORRESPONDENCE WILL RECEIVE PROMPT AND CHEERFUL ATTENTION.

**The Ladies' Dart Safety Bicycle**

The best wheel made for both  
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Also the Gentlemen's Dart Safety.

Manufactured by the

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The first and best Ladies' Bicycle ever put on the market.

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**TESTIMONIAL.**

St. Louis, Mo. January 19, 1889.

*Erie Knitting Mill—Frank Fairbairn:*

Dear Sir—Having worn my Jersey Bicycle Suit, made by the Erie Knitting Mill, and having satisfied myself that it is the best suit that has ever come to my attention, and the best I have ever worn, I having tried all jersey cloth and knitted jersey. So I have deemed it my duty to recommend it to all wheelmen as the best wearing of any goods I have yet seen. And as a testimonial will suffice to say that after trying your Jersey Bicycle suits for wheeling, it will be found to fill the bill, and no other need apply. I speak from my own experience, and others that have tried the suits will agree with me. Wishing you a prosperous year,  
I remain yours, etc.,

HAL. W. GREENWOOD.

**New "ACME" BICYCLES**

| Rubber Tires. | Factory Price. | Our Price. |
|---------------|----------------|------------|
| 22 in....     | \$60 00        | \$38 00    |
| 24 in....     | 55 00          | 33 00      |
| 26 in....     | 50 00          | 30 00      |
| 28 in....     | 45 00          | 27 00      |
| 30 in....     | 40 00          | 24 00      |
| 32 in....     | 35 00          | 21 00      |

**SAFETY BICYCLES**

SEND FOR CATALOGUE.

|                                                              |         |
|--------------------------------------------------------------|---------|
| Small Boys' 20 in. wheels, with parallel bearings..          | \$25.00 |
| Large Boys' 24 in., with brake and mud guards..              | 35.00   |
| Ladies' or Men's 30 in., ball bearings to both wheels, 25.00 |         |
| Ladies' or Men's 30 in., ball bearings. AL. OVER..           | 90.00   |

ST. LOUIS, MO., **E. C. MEACHAM ARMS CO.**

**One-Third Actual Size.**

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. **C. SHIMAN & DENISON,**  
144 and 146 Greenwich street, New York.

**PHOTOGRAPHY**

Send for our new "Handbook of Photography." **MILLER & HOPKINS,** 412 Fulton street, Brooklyn, New York, or 4 East 60th street, New York City.

Cycling Photographic Outfits a Specialty.



**Testimonials.**

OWOSSO, Mich., Feb. 19, 1889.

H. B. SMITH MACHINE CO.

Gentlemen—The bicycle has done extra good work and has been over all kinds of roads without repairs. Yours very truly,  
FRANK J. WOODARD.

WESTERLY, R. I., Feb. 11, 1889.

H. B. SMITH MACHINE CO.

Gentlemen—I am very highly pleased thus far with the 39 inch, as a road machine. It

MARVA, Ill., Dec. 7, 1888.

H. B. SMITH MACHINE CO.

Sir—I have rode a crank wheel for 12 years, but last season I bought a Star; I would not give it for any wheel I was ever on, for all round riding and tricks.

Yours respectfully,  
SILAS LONG.

JACKSON CENTRE, O., Aug. 21, 1888.

H. B. SMITH MACHINE CO.

Dear Sir—I can say in regard to the wheel

CHESTER, Pa., Dec. 7, 1888.

THE STAR MFG. CO.

I have been riding a 51-inch American Star for the past few months, and find it a constantly increasing source of pleasure. I am city editor of the *Chester Times*, and find my wheel valuable in reaching suburban points quickly. A friend also began riding a crank when I started in on my Star; has three times broken his handle-bar by headers, while I haven't spent a dollar for repairs to my machine, and it is an old wheel, while his is new.

**THE NEW STAR, 39x24**

is a better hill climber than any machine I have ever before ridden, for all I can see it is just about as speedy as the larger sizes, and I am astonished to find so slight a difference if any, in the jar on rough roads.

Very cordially yours,  
DR. J. HOWARD MORGAN.

(Star) that it is the lightest running, best hill climbing, and speediest wheel I have ever ridden, and I have tried both the "crank" and lever wheels. Yours respectfully,  
J. E. MERANDA.

This in brief is my experience with a Star, and though it is of the old pattern I wouldn't exchange with any one of the other fellows. If you wish to use this as a testimonial I have no objections. Very truly yours,  
T. W. ENTWISLE.

**1889 Machines Ready for Market.***Catalogue Free. Address***H. B. SMITH MACHINE CO.,**

- - -

**Smithville, N. J.**



# COLUMBIA RECAPITULATION.

## COLUMBIA LIGHT ROADSTER SAFETY.

**\$135.** Tangent Spokes, Cold-Drawn Seamless-Steel Hollow Felloes, Columbia Tubular Steel Frame with anti-vibrating Spring Fork, Ball-Bearings all around, Ball-Bearing Socket Steering-Head, One-Piece Hollow Handle-Bar, Improved Ewart Chain. Readily adjustable to meet the requirements of any rider. We have put more money into its construction than any other bicycle ever built. The machine for business and professional men.

Furnished with continuous Front Fork if desired.

## COLUMBIA LIGHT ROADSTER.

**\$125.** The handsomest, strongest, most extensively used, and most generally satisfactory Light Roadster ever made. The lightest road machine. The nearest to perfection of anything yet attained in wheel construction.

## EXPERT COLUMBIA.

**\$120.** Best-known bicycle in the world. The established favorite for long-distance touring, and all other uses where the highest possible qualities are requisite, with durability pre-eminent. Note this point—as light as most Light Roadsters. All our latest improvements.

## COLUMBIA TANDEM SAFETY.

**\$200.** Tangent Spokes, One-Piece Hollow Handle-Bars, Columbia Tubular Steel Frame, Ball-Bearings all around, Ball-Bearing Socket Steering-Head, Improved Ewart Chain, Columbia "Double-Grip" Ball-Pedals. Connected steering, and separate brakes. A light, graceful, and easy-running machine for two riders, suitable for anybody. Readily adaptable for a lady on the front seat by removing one brace.

## COLUMBIA TANDEM.

**\$250.** A front-wheel handle-bar steerer, which two ladies can ride if desirable, capable of being steered and controlled by brake from either seat, and readily convertible into a handle-bar steering "single"; in appearance graceful and well-proportioned, in construction as nearly perfect as long experience in cycle building can make it, and, withal, as light as a roadster Tandem can reasonably be expected to be.

## SURPRISE COLUMBIA TRICYCLE.

**\$150.** A very desirable Tricycle. Safe, easy, and convenient. Practically a rear-driving Safety, with two front wheels. The running track variable in width from 34 inches down to about 30, and then folding to a width *over all* of 29 inches, enabling it to go through almost any door. Easiest running tricycle. An excellent hill climber. Needs fewest repairs.

## COLUMBIA SEMI-ROADSTER.

**\$75.** The most durable, easiest running, and best equipped boys' bicycle yet built.

## VOLUNTEER COLUMBIA.

**\$100.** The best wheel for the money. Made to ride and guaranteed to wear. All steel and no castings. The general construction of the Expert, with some of its least essential advantages modified.

## VELOCE COLUMBIA.

**\$125.** A thoroughly well-made first-class safety bicycle. The leading safety of last season.

## STANDARD COLUMBIA.

**\$75.** "The old reliable Standard."

## IMPORTED.

### RUDGE.

Rudge Light Roadster, \$100; Rudge Bicycleette, \$135; Rudge Crescent Tricycle, \$140; Rudge Crescent Tandem, \$200; Rudge Humber Tandem, \$175.

### PSYCHO LADIES' BICYCLE.

**\$120.** 29-inch wheel with  $\frac{1}{4}$ -inch tire. Weight, 46 $\frac{1}{2}$  lbs. with pedals and saddle.

### ROVER LADIES' BICYCLE.

**\$115.** Front wheel 30 inches, with  $\frac{1}{8}$ -inch tire; rear wheel 28 inches, with  $\frac{1}{4}$ -inch tire. Weight, 45 $\frac{1}{4}$  lbs. with pedals and saddle.

## THE FINEST LINE EVER PRESENTED.

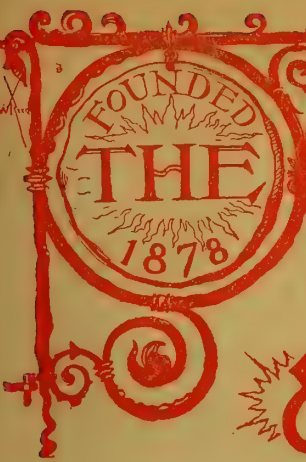
### CRANKS vs. SAFETIES.

Both have advantages, both have exclusive admirers. For young and active riders we advise the crank machines, for older riders the Safety.

LARGE ILLUSTRATED CATALOGUE FREE.

POPE MFG. CO., Boston, New York, Chicago.





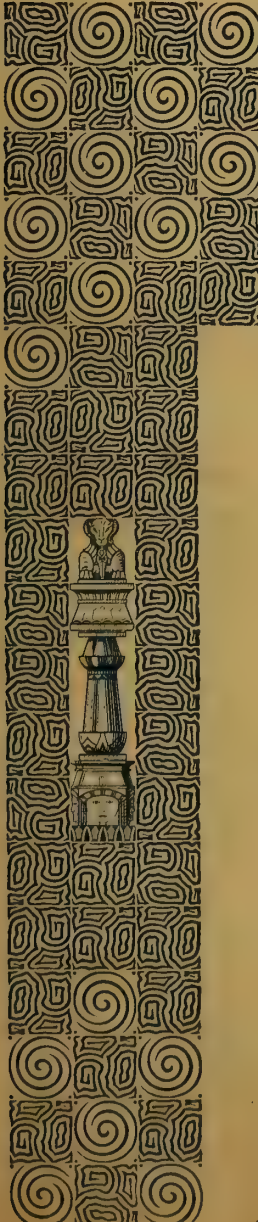
# THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.  
5 cents a copy.

BOSTON, 29 MARCH, 1889.

Volume XVIII.  
Number 22.



Good Morning, Gentlemen!

How are you, any way?

Wish we had the opportunity of shaking the whole 20,000 of you by the hand; not all at one shake, perhaps—that might have a tendency to disorganize our physical frame—but in due and regular order.

At any rate we are glad to know you and have a genuine interest in you. It isn't confined to your pocket-books, either. We want you to ride the best wheels in the world and, if you do, it will make business for us; but aside from the sordid pecuniary consideration (as we say in the classics), we take a lively interest in the riders who use our wheels, and have a great deal of what might be called professional pride in making The Best Thing.

You know there is a "best" of every thing in the world from toothpicks to locomotives.

There are lots of good wheels in the market, a few very good ones, but in this line also there is the superlative, and it isn't necessary for us to write out the name Victor in cold type—it has been before your mind's eye all the time.

Send a postal card for our '89 catalog if you haven't it already, and allow us to hope that we may soon be better acquainted with you all, for our mutual good.

Yours very truly,

Ouerman Wheel Company.

Boston, Mass.







24 GORMULLY & JEFFERY MFG. CO., CHICAGO, ILL.

THE AMERICAN RAMBLER.

The Lightest, Most Original and Easiest-Running Rear-Driving Safety Yet Produced.



Price, Standard Finish, - - - - - \$130 00  
" All Nickeled, except wheels, - - - - - 145 00  
" Full - - - - - 150 00  
If desired with nickel spokes in the standard finish or half-nickeled machines, additional, \$2.00.  
If desired with Perfect-Fit handles (see page 38), extra, \$2.50.

26 GORMULLY & JEFFERY MFG. CO., CHICAGO, ILL.

THE AMERICAN IDEAL RAMBLER

A High Grade Rear Driver for Boys, Girls and Ladies

Weighing not over 125 Pounds.



Price, Standard Finish, - - - - - \$65 00  
" All Nickeled, except Wheels, - - - - - 80 00  
" Full Nickeled, - - - - - 85 00  
If desired with Ball bearings to Crank Axle, extra, - - - - - 8 00  
" " " to Pedals, - - - - - 5 00  
" " " to Head, - - - - - 5 00  
" with Nickel Spokes, extra, - - - - - 2 00



32 GORMULLY & JEFFERY MFG. CO., CHICAGO, ILL.

# THE AMERICAN CHALLENGE TRICYCLE.

A High Grade Three-Wheeler at a Moderate Price, with Ball Bearings to the Three Wheels and Cranks.



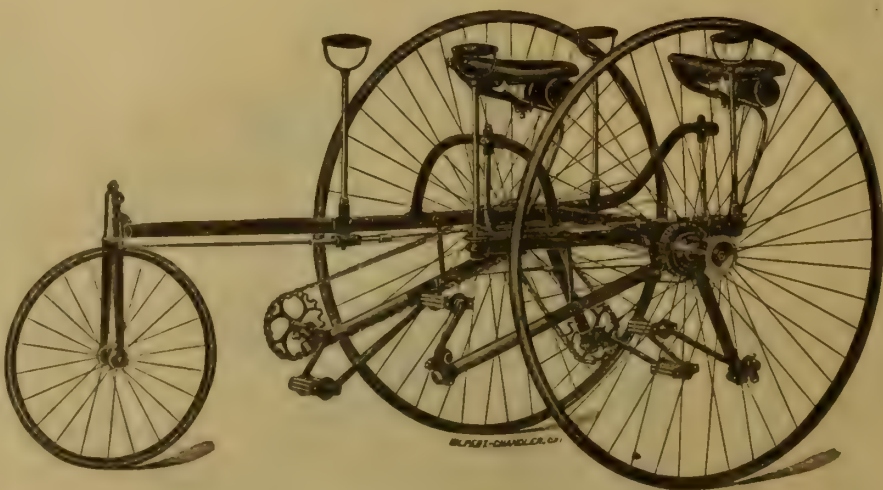
(TWO TRACK.)

| Diameter of Drivers. | Diameter of Steerer. | Price, Standard Finish. | Price, Full Nickeled. | Weight. |
|----------------------|----------------------|-------------------------|-----------------------|---------|
| 42 inches.           | 20 inches.           | \$116 00                | \$135 00              | 75 lbs. |

36 GORMULLY & JEFFERY MFG. CO., CHICAGO, ILL.

# THE AMERICAN CHALLENGE TANDEM.

With Ball Bearings to the three Wheels and Cranks.



| Diameter of Drivers. | Diameter of Steerer. | Price, Standard Finish. | Price, Full Nickeled. | Weight.  |
|----------------------|----------------------|-------------------------|-----------------------|----------|
| 42 inches.           | 20 inches.           | \$180 00                | \$210 00              | 114 lbs. |

If desired with child's seat, extra ..... \$5 00



16 GORMULLY & JEFFERY MFG. CO., CHICAGO, ILL.

**THE AMERICAN CHALLENGE,**  
after a thorough test for the past four years, in all parts of the United States, has proven itself to be emphatically the Best and Most Durable Roadster for the Money ever placed on the Market.



| Diameter of Front Wheel. | Length of Leg Inside Measure to Sole of Foot. | Price Standard and Finish, per Specification. | Price all Parts Nickel- eled except Wheels. | Price Full Nickel- ed In- cluding Wheels. | Weight. |
|--------------------------|-----------------------------------------------|-----------------------------------------------|---------------------------------------------|-------------------------------------------|---------|
| 48 inches.               | 33 inches.                                    | \$65 00                                       | \$70 00                                     | \$75 00                                   | 45      |
| 50                       | 33                                            | 67 00                                         | 72 00                                       | 77 00                                     | 46      |
| 52                       | 35                                            | 69 00                                         | 74 00                                       | 79 00                                     | 48      |
| 54                       | 36                                            | 71 00                                         | 76 00                                       | 81 00                                     | 50      |
| 56                       | 37                                            | 73 00                                         | 78 00                                       | 83 00                                     | 52      |
| 58                       | 38                                            | 75 00                                         | 80 00                                       | 85 00                                     | 53 1/2  |
| 60                       | 38                                            | 77 00                                         | 82 00                                       | 87 00                                     | 55      |

This wheel has parallel bearings all over, but can be fitted with ball bearings at the following additional cost:

Ball bearings to front wheel only, - - -

" " rear " " " "

" " pedals, - - -

" " cow-horn handle bars, extra, - - -

" " cow-horn handle bars, with spades, extra, - - -

If nickel spokes are desired with the standard finish or half-nickel bicycles the cost will be an additional \$2.50.

The American Challenge will be furnished in sizes below 48 inch at the same price as the 48-inch, and intermediate sizes above 48 inch at the same price as the size next above.

\$7 00  
4 00  
5 00  
1 50

28 GORMULLY & JEFFERY MFG. CO., CHICAGO, ILL.

**THE AMERICAN IDEAL BICYCLE.**  
(EIGHTH YEAR.)  
WITH LATEST IMPROVEMENTS.



PRICE LIST.

| Diameter of Front Wheel. | Length of Leg Inside Measure to Sole of Foot. | Price, Standard Finish per Specification. | Price, all Parts Nickel- eled Except Wheels. | Price, Full Nickel- eled In- cluding Wheels. | Weight. |
|--------------------------|-----------------------------------------------|-------------------------------------------|----------------------------------------------|----------------------------------------------|---------|
| 30 inches.               | 22 inches.                                    | \$20 00                                   | \$24 00                                      | \$28 00                                      | 22 lbs. |
| 32                       | 24                                            | 25 00                                     | 29 00                                        | 33 00                                        | 24      |
| 34                       | 26                                            | 26 00                                     | 30 00                                        | 34 00                                        | 26      |
| 36                       | 27                                            | 27 00                                     | 31 00                                        | 35 00                                        | 28      |
| 38                       | 29                                            | 28 00                                     | 32 00                                        | 36 00                                        | 30      |
| 40                       | 30                                            | 29 00                                     | 33 00                                        | 37 00                                        | 32      |
| 42                       | 31                                            | 30 00                                     | 34 00                                        | 38 00                                        | 34      |
| 44                       | 32                                            | 31 00                                     | 35 00                                        | 39 00                                        | 36      |
| 46                       | 33                                            | 32 00                                     | 36 00                                        | 40 00                                        | 38      |
| 48                       | 33                                            | 33 00                                     | 37 00                                        | 41 00                                        | 40      |
| 50                       | 33                                            | 34 00                                     | 38 00                                        | 42 00                                        | 42 1/2  |

Ball bearings to front wheel, - - -

" " rear " " " "

" " pedals, - - -

If nickel spokes are required in the standard or half-nickel bicycles, add to the price - - -

If with ram's-horn bar or spade handles, extra, - - -

For Parts, Telegraph Code, etc., see Special Catalogue, which is mailed on receipt of 1-cent stamp.

\$7 00  
4 00  
5 00  
2 00  
1 00



18 GORMULLY & JEFFERY MFG. CO., CHICAGO, ILL.

# THE AMERICAN SAFETY BICYCLE.

We beg to call the particular attention of veteran as well as new riders to the description of this machine, which we guarantee to be the easiest running type of bicycle in the world.



## PRICE LIST.

| Diameter of Front Wheel. | Reach Measured by the American Champion. | Price of Standard Finish. | Price, all Parts Nick-elled except Wheels. | Price, full Nickel-plating including Wheels. | Weight |
|--------------------------|------------------------------------------|---------------------------|--------------------------------------------|----------------------------------------------|--------|
| 42 inches.               | The reach of .48 to .50                  | \$71 00                   | \$76 00                                    | \$81 00                                      | 51 lb. |
| 44 "                     | " " .52 to .54                           | 73 00                     | 78 00                                      | 83 00                                        | 52 "   |
| 46 "                     | " " .54 to .56                           | 75 00                     | 80 00                                      | 85 00                                        | 53 "   |
| 48 "                     | " " .58 to .60                           | 77 00                     | 82 00                                      | 87 00                                        | 54 "   |

Ball bearings to front Wheel (see Challenge), - - - extra, \$7 00  
 " " rear wheel - - - " 4 00  
 " " crank pins - - - " 8 00  
 If with solid cow-horn handle-bar, extra, - - - " 1 00  
 " " with spades, extra, - - - " 1 50  
 " " ram's-horn bars, extra, - - - " 1 50  
 If nickel-plated spokes are desired in the standard or half-nickel-plated bicycles, the cost is \$2.00 additional.  
 For Parts, Telegraph Code, etc., see Special Catalogue, which is mailed on receipt of 1-cent stamp.

22 GORMULLY & JEFFERY MFG. CO., CHICAGO, ILL.

# THE AMERICAN LIGHT SAFETY BICYCLE, OF HIGHEST POSSIBLE GRADE.



## PRICE LIST.

| Diameter of Front Wheel. | Reach Measured by the American Champion. | Price of Standard Finish. | Price, all Parts Nick-elled except Wheels. | Price, full Nickel-plating including Wheels. | Weight |
|--------------------------|------------------------------------------|---------------------------|--------------------------------------------|----------------------------------------------|--------|
| 42 inches.               | The reach of .48 to .50                  | \$100 00                  | \$108 00                                   | \$113 00                                     | 44 lb. |
| 44 "                     | " " .52 to .54                           | 102 50                    | 110 50                                     | 115 50                                       | 45 "   |
| 46 "                     | " " .54 to .56                           | 105 00                    | 113 00                                     | 118 00                                       | 46 "   |
| 48 "                     | " " .58 to .60                           | 107 50                    | 115 50                                     | 120 50                                       | 47 "   |

If nickel-plated spokes are desired in the standard or half-nickel-plated bicycles, the cost is \$2.50 additional.  
 If Perfect-Fit handles are desired (see page 38), extra \$2.50.



4 GORMULLY &amp; JEFFERY MFG. CO., CHICAGO, ILL.

**THE AMERICAN CHAMPION.**

The strongest, easiest and lightest running full roadster in the world.  
Fourth season of its production. Improved wherever possible.



| Diameter of Front Wheel | Length of Leg, Inside Measure, to Sole of Foot. | Price, Standard Finish, Per Specification. | Price, all parts Nickel plated except Wheels. | Price, full Nickel plated, including Wheels. | Weight. |
|-------------------------|-------------------------------------------------|--------------------------------------------|-----------------------------------------------|----------------------------------------------|---------|
| 48                      | 31 1/4                                          | \$100 00                                   | \$105 00                                      | \$110 00                                     | 43      |
| 50                      | 32 1/4                                          | 102 50                                     | 107 50                                        | 112 50                                       | 44      |
| 52                      | 33 1/4                                          | 105 00                                     | 110 00                                        | 115 00                                       | 45 1/2  |
| 54                      | 34 1/4                                          | 107 50                                     | 112 50                                        | 117 50                                       | 46 1/2  |
| 56                      | 35 1/4                                          | 110 00                                     | 115 00                                        | 120 00                                       | 47 1/2  |
| 58                      | 36 1/4                                          | 112 50                                     | 117 50                                        | 122 50                                       | 48      |
| 60                      | 37 1/4                                          | 115 00                                     | 120 00                                        | 125 00                                       | 50      |

If nickel plated spokes are desired with the standard finish or half-nickel plated bicycles, the cost will be, additional, \$2.50.

If desired with Perfect-Fit handles (see page 38), extra, \$2.50.

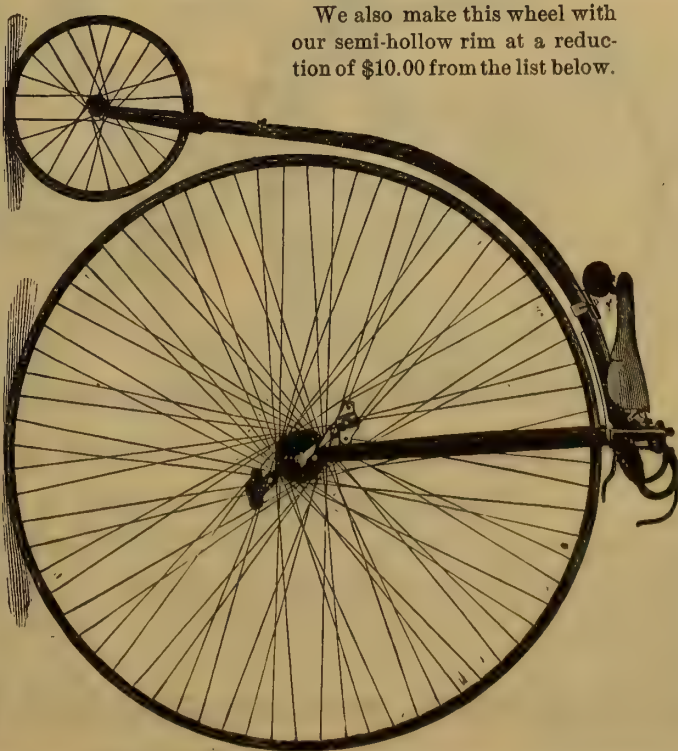
The "American Champion" will be furnished in sizes below 48-inch at the same price as the 48-inch, and intermediate sizes above 48-inch at same price as the size next above.

For Parts, Telegraph Code, etc., see Special Catalogue, which is mailed on receipt of 1-cent stamp.

10 GORMULLY &amp; JEFFERY MFG. CO., CHICAGO, ILL.

**THE AMERICAN LIGHT CHAMPION**

we conscientiously offered to our patrons two seasons ago as positively the highest grade light roadster on the American market. Its triumphant reception at the hands of the cycling public has demonstrated this to be a fact.



We also make this wheel with our semi-hollow rim at a reduction of \$10.00 from the list below.

| Diameter of Front Wheel | Length of Leg, Inside Measure, to Sole of Foot. | Price, Standard Finish, Per Specification. | Price, all Parts Nickel plated except Wheels. | Price, full Nickel plated, including Wheels. | Weight, with all on. |
|-------------------------|-------------------------------------------------|--------------------------------------------|-----------------------------------------------|----------------------------------------------|----------------------|
| 48                      | 31 1/4                                          | \$115 00                                   | \$120 00                                      | \$128 00                                     | 36                   |
| 50                      | 32 1/4                                          | 117 50                                     | 122 50                                        | 130 50                                       | 36 1/2               |
| 52                      | 33 1/4                                          | 120 00                                     | 125 00                                        | 133 00                                       | 37                   |
| 54                      | 34 1/4                                          | 122 50                                     | 127 50                                        | 135 50                                       | 37 1/2               |
| 56                      | 35 1/4                                          | 125 00                                     | 130 00                                        | 138 00                                       | 38                   |
| 58                      | 36 1/4                                          | 127 50                                     | 132 50                                        | 140 50                                       | 38 1/2               |
| 60                      | 37 1/4                                          | 130 00                                     | 135 00                                        | 143 00                                       | 39                   |

If full nickel plated spokes are desired with the standard finish or half-nickel plated bicycle, the cost will be, additional, \$5.50.

The "American Light Champion" will be furnished in sizes below 48-inch at the same price as the 48-inch, and intermediate sizes above 48-inch at the same price as the size next above.

If desired with Perfect-Fit Handles (see page 38), extra, \$2.50.  
For Parts, Telegraph Code, etc., see Special Catalogue, which is mailed on receipt of 1-cent stamp.



# The John Wilkinson Co.

55 STATE STREET, CHICAGO,

DIRECT IMPORTERS OF THE NEW

## STANLEY ROVER,

The Handsomest Safety in the American Market. The Highest Possible Grade in every Particular. Absolutely the Most Elegant Ladies' Bicycle ever Produced, and equally as desirable for Gentlemen.

Holds the World's Record of Half-mile ON THE ROAD in 1 Min. 9 2-5 Seconds.

PRICE, STANDARD FINISH, - - - \$115.00.

NICKELED (except Wheels), - \$125.00.

Our Line of American Wheels is the Most Complete in the West, including the following Leaders:

### SAFETIES.

Am. Rambler.  
(Ladies' or Gents'.)

Am. Ideal Rambler  
(Youths' or Misses'.)

National.  
(Ladies'.)

National.  
(Gents'.)

National.  
(Youths'.)

National.  
(Misses'.)

Princess.  
(Ladies'.)

Crescent.  
(Gents'.)

Little Fairy.  
(Children's'.)



### ORDINARIES.

Am. Light Champ.

Am. Champion.

Am. Challenge.

Am. Ideal.

National.

Rival.

Wilkins'n Roadst'r

Wilkinson Special.

Wilkinson Youths'.

American Challenge Tandem and Single Tricycles. Full Line of Children's Tricycles and Velocipedes.

All Goods pertaining to the wants of Wheelmen.

SECOND-HAND BICYCLES TAKEN IN EXCHANGE FOR NEW. DIFFICULT REPAIRING AND FIRST-CLASS NICKEL PLATING AT MODERATE PRICES.

See our complete Spring Catalogue before placing your orders for the coming season.

ACTIVE AGENTS WANTED FOR THE ROVER SAFETY.

THE JOHN WILKINSON COMPANY,

55 State Street, Chicago.





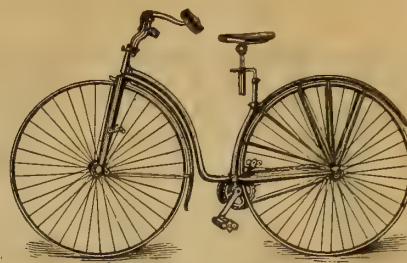
SPRINGFIELD VOLANT SAFETY.

*Charles F. Stokes*

293 WABASH AVE.,  
CHICAGO.

Manufacturers' Agent for the

**CELEBRATED**



WARWICK PERFECTION SAFETY.

**Springfield Roadster**

**AND**

**WARWICK PERFECTION**

**BICYCLES.**

*For Illinois, Indiana, Michigan, Iowa, Minnesota, Dakota, and Nebraska.*

The BEST LEVER and the BEST CRANK wheels ON EARTH. Agents wanted in every county in the above territory.

No house in America can offer you as desirable a line of High Grade Wheels.

Secure the Agency at once if not taken.

MANUFACTURER OF THE **"LEADER"** SAFETY BICYCLE FOR BOYS.

**BEST BOYS'  
SAFETY  
MADE.**



THE "LEADER."

**BEST BOYS'  
SAFETY  
MADE.**

LIBERAL DISCOUNT TO DEALERS IN ANY PART OF THE U. S.

SPRINGFIELD ROADSTER, No. 5.

STEEL WHEEL TRICYCLES FOR GIRLS.

WARWICK PERFECTION ORDINARY.

**BICYCLE SUNDRIES OF ALL KINDS.**

**CHARLES F. STOKES,**  
293 Wabash Avenue,  
**CHICAGO, ILL.**

SEND FOR 1889 CATALOGUE.





A few of our sundries for 1889.

HOWARD A. SMITH &amp; CO., Newark, N. J.

**"Z. & S." BUNDLE CARRIER.**

The Z. & S. Bundle Carrier, as shown in accompanying cut, have met with favor everywhere; they have been improved in appearance and strengthened where necessary, fastening on the backbone below the saddle, out of the way of mounting or dismounting, and at the same time keeping the weight of bundle or package well back of the centre of large wheel, thereby avoiding the objections to Carriers that are fastened to the head or handle bar, which interfere in coasting and facilitate "headers" if the bundle is at all heavy or bulky. The excellence of the "Z. & S." is vouched for by Thomas Stevens, in his autographic letter, it being used by him entirely around the world.

Price, \$1.25. By mail, 10 cts. ex.

**"Z. & S." Stocking Supporters.**

An article that meets the popular demand. These supporters do away entirely with elastic bands, which bind upon the limbs and stop the circulation of the blood. Adjustable for any size person.

Price, 65 cents per pair.

**BELT SUPPORTERS.**

With belt around the waist that allows for ample adjustment over the hips.

Price, 50 cents per pair.

**HIP SUPPORTERS.**

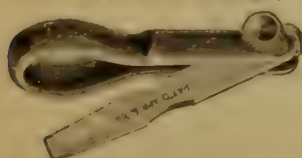
Attaching to the shirt or drawers above the hip and extending down either leg.

Price, 35 cents per pair.

**THE NEWARK LAMP.**

After several years experience in making Cycle Lamps, we place the "Newark" before our patrons as being one of the very best lamps made. We will warrant it to stand more jarring without going out than the K. of R. It will give a better light, is more handy to light or adjust. The Reflector is on the outside where it can't become smoked.

Price, japanned, \$5.00.  
Nickel, 6.50.

**DUPLEX SCREW DRIVER.**

In calling our customers' attention to this new screw driver, we would like to point out the following advantages: strength when in use, compactness when not in use, handle finished and nicely marked places, made from the best material and warranted.

Price, 35 cents.

**THE SAFETY BUNDLE CARRIER.**

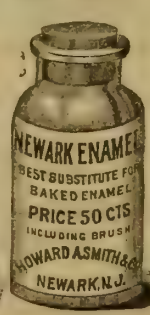
In addition to our well-known Carriers for ordinary machines, we have a line of Bundle Carriers for Safety-ties, fitting to the handle-bar, frame or mud-guard. They carry the bundle secure and out of the way.

Price, \$1.25. By mail, 10 cts. ex.

**ADHESIVE TIRE TAPE.**

Is quickly applied and holds tightly. Thin as paper, strong as leather. Tough as whalebone. It is one of the essential accessories and should be found in every cyclist's tool-bag.

Price, 20 cents.

**SPOKE GRIP.**

Fits any size spoke.  
Made from drop steel forgings.  
Nicely nickeled.

Price, 65 cents.

**BICYCLISTS' BELTS.**

Price, 25 cts.  
Belts, extra clasp, very fine, 40 "



Price per Stick, 20 cents.  
By mail, 5 cents extra.

**BOSTON CLUB CAP.**

This cap was introduced by the Boston Club, and has become very popular all over the country. The visor projects down low, protecting the eyes. Has a heavy corded band and handsome in appearance. Color, dark navy blue. Made to order in any color.

Price, each, \$1.50  
By mail, 10 cents extra.

**TUCKER'S ELASTIC STRAP.**

This Strap is the best and neatest thing in the line of a holder for the pants of a rider on the market. It avoids turning the pants-leg over, which creases and puts them out of shape, and is a decided improvement in looks. It prevents the pants from bagging at the knee, is easily detached, no sharp point to tear the cloth.

Price per pair, 25 cents.

**THE BOSTON SHOE.**

Is so well known that it merely needs mentioning to the cycling public. It is hand-sewed, laces to the toe, which allows for swelling of the foot under pressure. The soles are white oak stock, warranted to give satisfaction.

Price, \$5.00  
By mail, 15 cents extra.

**SUMMER CANVAS.**

Very fine for the hot summer months. Dark brown in color; extra heavy rubber soles. In fact, surprisingly good for the money.

Price, \$1.25  
By mail, 10 cents extra.

**THE STANDARD GLOVE.**

Superior, with corded backs, made from genuine Buck, reinforced where the greatest wear comes, open fingers, fastening across the back of wrist, to avoid cutting the hand in case of a fall.

Price, Corded Back, \$1.25  
" Open or Perforated Back, 1.00  
By mail, 5 cents extra.

**STOCKINGS.**

In order to meet the demand for a good serviceable bicycle stocking, that would not chafe or make the feet tender, we have secured a fine lot with a linen sole, heel and toe, which puts unequalled durability right where it is most needed. It will be seen at a glance that instead of a heavy worsted foot, we have here a nice, unbleached linen sole, heel and toe, no heavier than that of a common cotton hose, thereby making it the coolest hose there is in the market. The legs are full length and are made of first-class worsted.

Price, per pair, \$1.25.

By mail, 5 cents extra.

The ordinary bicycle stocking, very fine quality, \$1.25; cheaper grade, 50c., 75c., \$1.00. If sent by mail, per pair 5 cents additional.

**JERSEY FITTING SHIRTS.**

No. 214. Long sleeves, English collars, laced front in black, navy, grey or L. A. W.

Price, \$2.75

No. 213. Long sleeves, double collar, in colors same as above.

Price, \$2.50

No. 212. Long sleeves, cut low without collar, same colors as above.

Price, \$2.25

**FLANNEL SHIRTS.**

No. 639. L. A. W. Style, side pocket, cachico flannel, very serviceable, \$2.25

No. 804. Gray mixed, summer weight, embroidered button front, Scotch flannel, 1.50

No. 802. Gray stripe, summer weight, button front, one pocket, Scotch flannel, 1.25

No. 827. Gray mixed, summer weight, button front, two pockets, Scotch flannel, very fine, 2.00

No. 1013. French white flannel, silk stripe down front, very fine, 2.25

No. 1014. Scotch white flannel, silk stripe, button front, extra fine, 3.75

Order by numbers and state neck measure.

**KNEE PANTS.**

No. 210. Fine Jersey knee pants, reinforced pockets, \$2.50

No. 810. Heavy rib, fly front, straps, pockets, buttons, \$4.00

No. 842. Heavy rib, no fly front, straps, pockets, buttons, \$3.75

Price, \$3.75

**FULL TIGHTS.**

No. 113. Fine wool tights, reinforced, two pockets, \$3.00

No. 216. Fine worsted tights, reinforced, two pockets, \$3.50

No. 834. Heavy rib tights, reinforced, two pockets, \$4.00

Send for 1889 Catalog.

Discount to Dealers.

Howard A. Smith &amp; Co., Newark, N. J.



**BELLS.**

Our **Continuous Alarms** are fastened to bar. They do not rattle. No springs to wind up, and are always ready for use. Pronounced by all who have seen them to be the "Best."

Price, \$2.00. By mail, \$2.20.

**ENAMEL.**

We have tried all kinds, sold every leading make, but have never found or sold any so durable or satisfactory as the "**R. I.**" This is, without question, the "Best."

Price, \$ .50. By mail, \$ .65.

**LOCKS.**

"**Whitten's Link**" is the only practical lock for safety. It is very strong, will not pull apart, and will not become entangled with articles in the pocket. Called by all the "Best."

Price, \$1.00. By mail, \$1.04.

**LANTERNS.**

We have all kinds, head and hub, those with and those without spring backs. We consider as good, if not the "Best," the **King of the Road.**

Head, No. 145, \$6.00. Hub, \$5.00.

**SPOKE GRIPS.**

Parties call every day for the "Best" Spoke Grip. All we have to do to convince them is to show our new **Double Grip.** Two grips for the price of one.

Case hard, \$ .60. Nickel, \$ .75.

**WHISTLES.**

Our "Best" Whistles have been on the market for one year, and have had all we could do to fill orders. Every one is delighted and truly say "we would rather have one of the Best than a dozen any other."

By mail, \$ .25.

We take pleasure in calling your attention to the above sundries. We make it a rule to do the "Best" work in our repairs that can be done, have the "Best" goods that can be had, and secure the "Best" patronage that can be secured.

Will be pleased to mail circulars of sundries upon receipt of stamp.

**WHITTEN, GODDING & CO.,**

**Providence, R. I.**

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## **SPRINGFIELD ROADSTER BICYCLES.**

---

THE SPRINGFIELD ROADSTER has fairly leaped into popular favor, where it has secured a good strong grip and intends to hold it. We have just closed one of the most successful seasons in the Bicycle trade. The Springfield Roadster embodies in its construction, all the elements of **SPEED, SAFETY, DURABILITY, COMFORT and BEAUTY.**

Its **PHENOMENAL SUCCESS** is entirely due to the following well-established and indisputable claims to superiority: It is the **EASIEST RUNNING**, the best **HILL CLIMBER**; it holds World record as a **SPEEDER**, and it is beyond all question the best road Wheel ever built.

There are **NO HEADERS** to knock you out, **NOR DEAD CENTRES** to bother you. Is it surprising that the Springfield Roadster is so popular? We think not. Improvements are always in order and the **SPRINGFIELD ROADSTER BICYCLES** are "**UP TO THE TIMES.**"

THE **VOLANT** is the name of our new Springfield Roadster Safety. It is the **EASIEST RUNNING**, the closest and most compactly built Safety Bicycle on the market, and by using our **CELEBRATED LEVER MOTION**, the Volant does away with continuous and monotonous pedaling common to other Safety Bicycles.

Do not order your mount for this season until you have seen the Springfield Roadster Bicycles.

We tell you all about the Springfield Roadsters for '89 in our new Catalogue, which we shall be pleased to mail you on application.

**SPRINGFIELD BICYCLE MFG. CO.,**

No. 178 Columbus Ave., Boston, Mass.



## DEPARTMENT OF SUNDRIES.

Having obtained the sole control of the principal English manufacturers of sundries, we invite your inspection to the following list of accessories which we are prepared to place on the market in large quantities:

For SADDLE BAGS, etc., we have the sole United States agency of Messrs. Lamplugh & Brown, and Messrs. J. B. Brooks & Co., of Birmingham, Eng., whose goods stand unrivalled for quality, neatness and comfort.

For LAMPS, we are agents for the United States, of John E. Salsbury, of London, whose celebrated lamps are known all over the world.

For LIQUID ENAMEL, we have the sole control of that of Messrs. Ardill & Co., of Leeds, Eng. This enamel is too well-known to require a description; we may, however, say that it is the only enamel on the market that has given perfect satisfaction.

For CEMENT, we invite your attention to Loudon's celebrated cement, which is used by all the largest manufacturers of bicycles and tricycles, both in England and America.



No. 1.

PRICE,

7x3½ in., \$0.75

### SINGER CYCLE WALLET.

Good useful bags for carrying spanners, oiltin, &c.



No. 3. Price, 7x3¾x2 in., \$1.50  
A most useful size.

No. 4. Price, 6¾x5x2 in., \$2.00

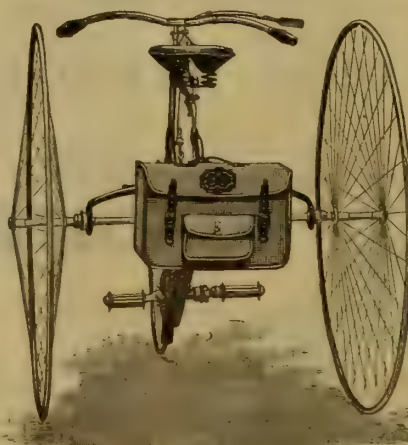


Size, 18 in. long, 10 in. wide, 9 in. deep.

Made specially for the "Singer" Tandem. Is most convenient, being fitted with two pockets at back, and straps by which waterproof or other coat can be attached.

Price, complete with frame. \$9.00

### SINGER CYCLE VALISE.



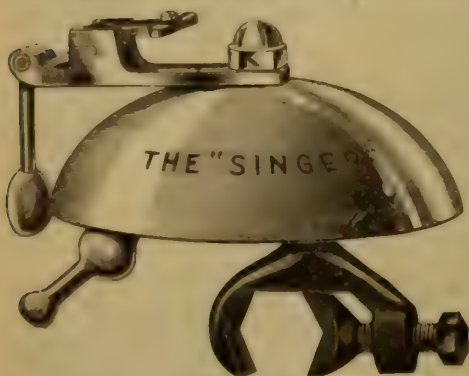
Singer Cycle, Valise and Luggage Carrier.

Singer Cycle, Valise and Luggage Carrier.

Price, Luggage Carrier only, \$3.00  
Valise, 14x9½x6, Stiffened, 6.00

Price, Luggage Carrier only, \$2.50  
Valise, 14x9½x6½, not stiffened, 4.50

### THE SINGER COMBINED BELL AND GONG.



Suitable for ordinary bicycles, safeties, tricycles and tandems.

Price, complete, \$2.00  
" without upper clapper, 1.50

### LAMPS.

The following Lamps have been selected after trial, and are recommended:



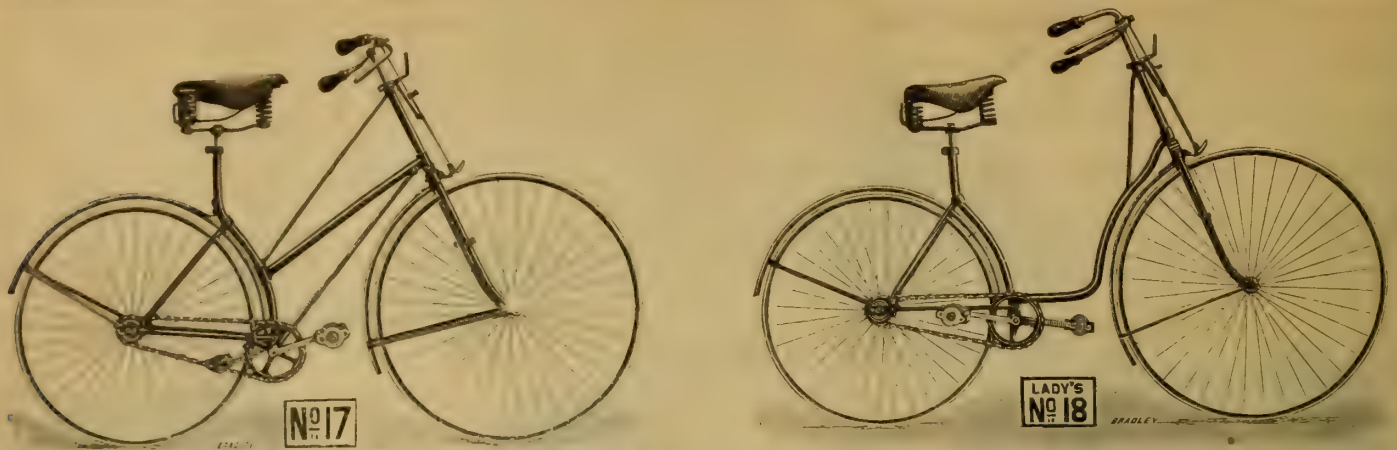
"Invincible" (Revised Pat.), Price, \$6.00 "King of the Road," Hubb. Price, \$3.50  
(For Safeties and S.S.S. Tricycles.) SEE ALSO (For Ordinary Bicycles.) SEE

**SINGER & CO., Mfrs. and Imps., 6 & 8 Berkeley St., Boston, Mass.**









## QUADRANTS.

The above are two of our 1889 patterns specially suitable for the American market. Either pattern can be fitted with our beautiful NEW SPRING WHEEL for rough roads.

### TO AGENTS:

Agents in the principal cycling centers where we are not yet represented, desiring our sole district agency and possessing the necessary licenses for importation, will oblige by communicating IMMEDIATELY with MR. H. G. PRIEST, care of Bicycling World, 12 Pearl Street, Boston, Mass.

**Makers: THE QUADRANT TRICYCLE CO.,  
BIRMINGHAM, ENGLAND.**

1889.

## NEW RAPID SAFETY.

*30 inch wheels, 7-8 tires to both wheels, guaranteed to carry any weight rider over any kind of road.*

*Weight Complete, . . . 47 Pounds.*

*Ladies' Safety (<sup>NEW</sup><sub>RAPID</sub>), ready for delivery in April.*

*DON'T BUY UNTIL YOU SEE OUR CATALOGUE.*

*The Clark Cycle Co., Baltimore, Md.*



# ∴ ANNOUNCEMENT. ∴

On April 10th we shall open, in connection with our New York establishment, a complete

## ∴ PHOTOGRAPHIC DEPARTMENT, ∴

stocked with a full line of Cameras, Lenses, Amateur Outfits and Photographic Apparatus, Materials and supplies of all kinds.

It is our constant aim to offer our customers the latest and best of everything we handle and also to keep a large and well-assorted stock, and we can assure our patrons that in our new Department this feature will be most prominent.

The Department will be under the charge of a competent person who will be ready, at all times, to welcome the Amateur, either actual or prospective, and practically demonstrate the working of any apparatus.

### A. G. SPALDING & BROS.,

241 Broadway, New York.

### BROWNING, KING & CO.,

Official Outfitters to the League of American Wheelmen

Authorized by the Uniform Committee.

OFFICIAL TAILORS of the L. A. W.



406, 408, 410 & 412 BROOME STREET,

**NEW YORK.**

The Only Official Tailors to the L. A. W.

**CLOTH, \$2.25 PER YARD.**

**LARGE BUTTONS, 5c. EACH.**

**SMALL BUTTONS, 3c. EACH.**

### A. G. SPALDING & BROS.,

Official Outfitters to the League of American Wheelmen

Authorized by the Uniform Committee.

**MAKERS OF THE OFFICIAL L. A. W. SUNDRIES.**

|                   |                                                                              |               |
|-------------------|------------------------------------------------------------------------------|---------------|
| <b>Caps.</b>      | League Regulation, . . . . .                                                 | <b>\$1.25</b> |
| <b>Shirts.</b>    | League Regulation, . . . . .                                                 | <b>2.00</b>   |
|                   | No. XX Fine Cheviot for hot weather wear, . . . . .                          | <b>1.00</b>   |
| <b>Stockings.</b> | Our celebrated linen sole stocking, . . . . .                                |               |
|                   | League color, . . . . .                                                      | <b>1.00</b>   |
| <b>Belts.</b>     | No. X silk, Edge's League color, white center, snake buckle, . . . . .       | <b>.50</b>    |
|                   | No. XX worsted solid, League color, snake buckle, . . . . .                  | <b>.40</b>    |
| <b>Shoes.</b>     | Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic, . . . . . | <b>5.00</b>   |
|                   | No. 1, Canvas, leather trimmings, . . . . .                                  | <b>3.50</b>   |

Sent postpaid on receipt of price. Send for Catalogue Knit Racing and Training Suits.

**A. G. SPALDING & BROS.,**

**241 Broadway, New York.**

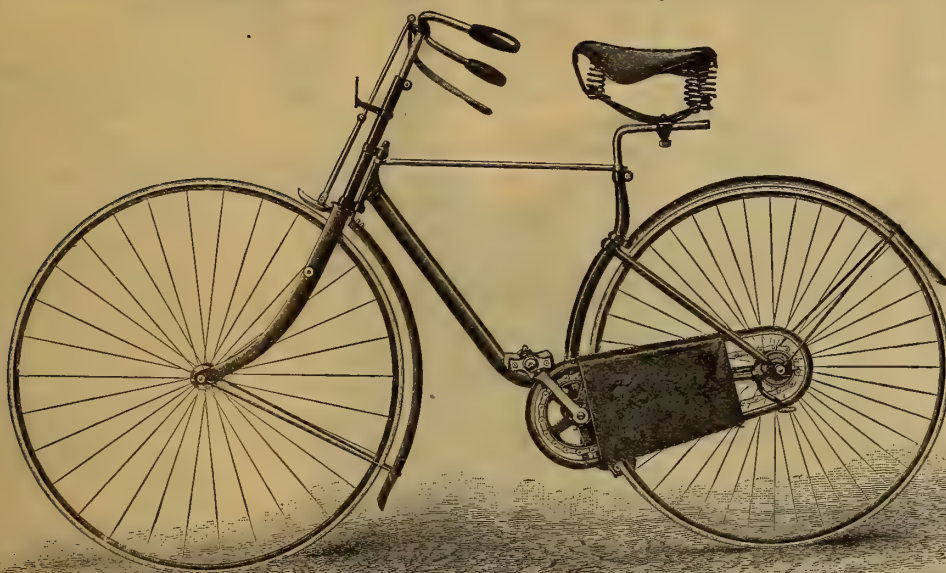
**108 Madison Street, Chicago.**







# Premier and New Mail Cycles are the Wheels for Wheelmen 1889.



**PREMIER TANDEM SAFETY.**—Suitable for Lady and Gentleman. Price, ball bearing all round, \$200. With cone pedals, \$190.

**NEW MAIL SAFETY.**—The only Safety with the great improvement Trig-well ball head, 32 inch front and 30 inch rear wheel. Straight spring forks and band brake. Complete, price \$135.

**NEW MAIL BICYCLE.**—This celebrated wheel is well known throughout the country, and at this stage needs no more recommendation. Price, complete, 48 inch, \$125.

**BOYS' PREMIER SAFETY.**—This is without any exception the best and most complete Boys' Machine ever yet invented. It is suitable for Boys from 8 to 15 years of age. Adjustable in all points and ball bearing. Price, complete, \$65.

**PREMIER POPULAR SAFETY.**—This is probably the finest and hand-somest machine ever offered to the public for a low price wheel. It has a diamond frame, and is beautifully finished. Ball bearing all round. Price, complete, \$105.

**SPECIAL PREMIER SAFETY.**—The only Single Safety which is suitable for a Lady or Gentleman to ride. It weighs only 46 pounds and is strong enough to carry a person of 250 lbs. It is a beautiful piece of machinery, and you certainly ought to see it. Price, ball bearing all round, \$135.

We can sell any machine in the market to-day, but these machines we prefer to handle knowing from experience that they will meet the requirements of our customers. Every machine warranted for one year.

## PRICE LIST OF SECOND-HAND WHEELS.

|                                                   |      |
|---------------------------------------------------|------|
| 48-inch Standard Columbia                         | \$30 |
| 50-inch " "                                       | 30   |
| 52-inch Expert, new                               | 65   |
| 52-inch New Mail and Rudge, fine order            | 65   |
| 3 54-inch New Mails, good as new, each            | 75   |
| 6 54-inch Ridges, Experts and Apollos, good order | 60   |

## SAFETIES.

Victor Safety, \$100; Ivel Safety, \$90; Premier Safety, \$110; Apollo Safety, \$85.

## TANDEM.

|                            |       |
|----------------------------|-------|
| Rudge Crescent, good order | \$125 |
| Marlboro Club, '88 make    | 125   |
| " " good order             | 100   |

Second-hand Pedals, Saddles, Cyclometers, Bells, Lamps, etc., very cheap.

Repairing promptly done.

Open evenings. Visitors always welcome.

# W. J. NEWMAN,

Sole agent for Boston and Cambridge.

Harvard Sq., CAMBRIDGE, MASS.



## The Ladies' Dart Safety Bicycle

The best wheel made for both Ladies and Gentlemen.

Also the Gentlemen's Dart Safety.

Manufactured by the

**Smith Nat'l Cycle Mfg. Co.**

No. 809 Water Street, S. W.,

Washington, D. C.

The first and best Ladies' Bicycle ever put on the market.

Send for '89 Catalogues.

Agents Wanted.



## THE BEST SAFETY STAND EVER INVENTED.

Weights but 3 pounds, is too small to be seen, and sells for 60 cts.

**KIRK BROWN,**  
18 So. Broad Street, Philadelphia,

## The Improved Buffalo Stand

IS NOW READY.

This stand holds Ordinaries and Stars, and two of them will hold a Safety. The price is 30c. Discount to dealers.

**KIRK BROWN,**

No. 18 So. Broad St., Philadelphia.



# MERWIN, HULBERT & CO.,

## 26 WEST TWENTY-THIRD ST., NEW YORK.

The accompanying cut represents Messrs. Merwin, Hulbert & Co.'s building, at 26 W. 23d St. The firm moved into its uptown store in May, 1887, and from that time they have been adding to their various lines of sportsmen's outfitting, until their several departments are now complete in every respect.

### THE BICYCLE DEPARTMENT.

The Bicycle Department occupies the entire top floor, a well lighted room, 25 x 100 feet, with a well-varnished floor, giving it a very inviting appearance. They have made arrangements to push this branch of their business this year, and have selected Mr. A. C. BANKER to manage it. Mr. Banker is one of the famous "2:38" Banker Brothers, of Pittsburg, and is well-known on the racing path. As a member of the firm of Banker Brothers, he has had considerable experience in the business. Although having been a resident in New York but a short time, he is already well-known in cycling circles, and is a member of the M. B. C., of N. Y., and the Brooklyn B. C.

They are this year appointed

GENERAL EASTERN AGENTS FOR THE GORMULLY & JEFFERY MFG. CO., and will push their wheels (of which they carry a large stock), and will supply dealers in their territory as well as their retail trade. The American cycles for this season, will include the Champion, and Light Champion, both high grade ordinary bicycles, which are improved in minor details for this year. The American Challenge and the Ideal, both of which will be practically unchanged for this year.

### THE RAMBLER SAFETY.

The Rambler Safety has been changed to an open-front machine; otherwise it remains the same as last year.

The wheel is fitted with a rear spring much more pliable than the spiral used last year.



The Ideal Rambler is an all-steel rear-driving safety. It is modeled closely on the lines of the Rambler, and will sell at \$65.00. It has ball bearings to both wheels. It is well finished, and is expected to be very popular with girls, boys and ladies. It has a new drop-forged steel chain which is perfectly noiseless.

Besides these wheels, they will carry a large stock of G. & J. tricycles, and G. & J. parts and sundries.

### VICTOR BICYCLES.

They are also up-town agents for the Victor cycles, including the safeties and ordinaries.

### SINGER & CO.'S WHEELS.

They now have on hand a line of Singer's cycles, including the S. S. S. tricycle, which has so long been a favorite with the cycling world.

### THE SPRINGFIELD ROADSTER BICYCLE.

They are also agents for the Springfield Roadster bicycles, including ordinaries and the Volant safety.

Besides the line of cycles enumerated above, an extensive line of cycle sundries will be carried, as well as a large assortment of cycle outfitting, and are prepared to completely outfit in any branch of athletics. Their base-ball, tennis, gymnasium, rowing, boating, football and skating departments are complete, and first-class stock at reasonable prices. Full stock of fishing and hunting goods are kept on hand.

They are now compiling a superb catalogue of 210 pages, profusely illustrated, which will be ready in a few weeks.

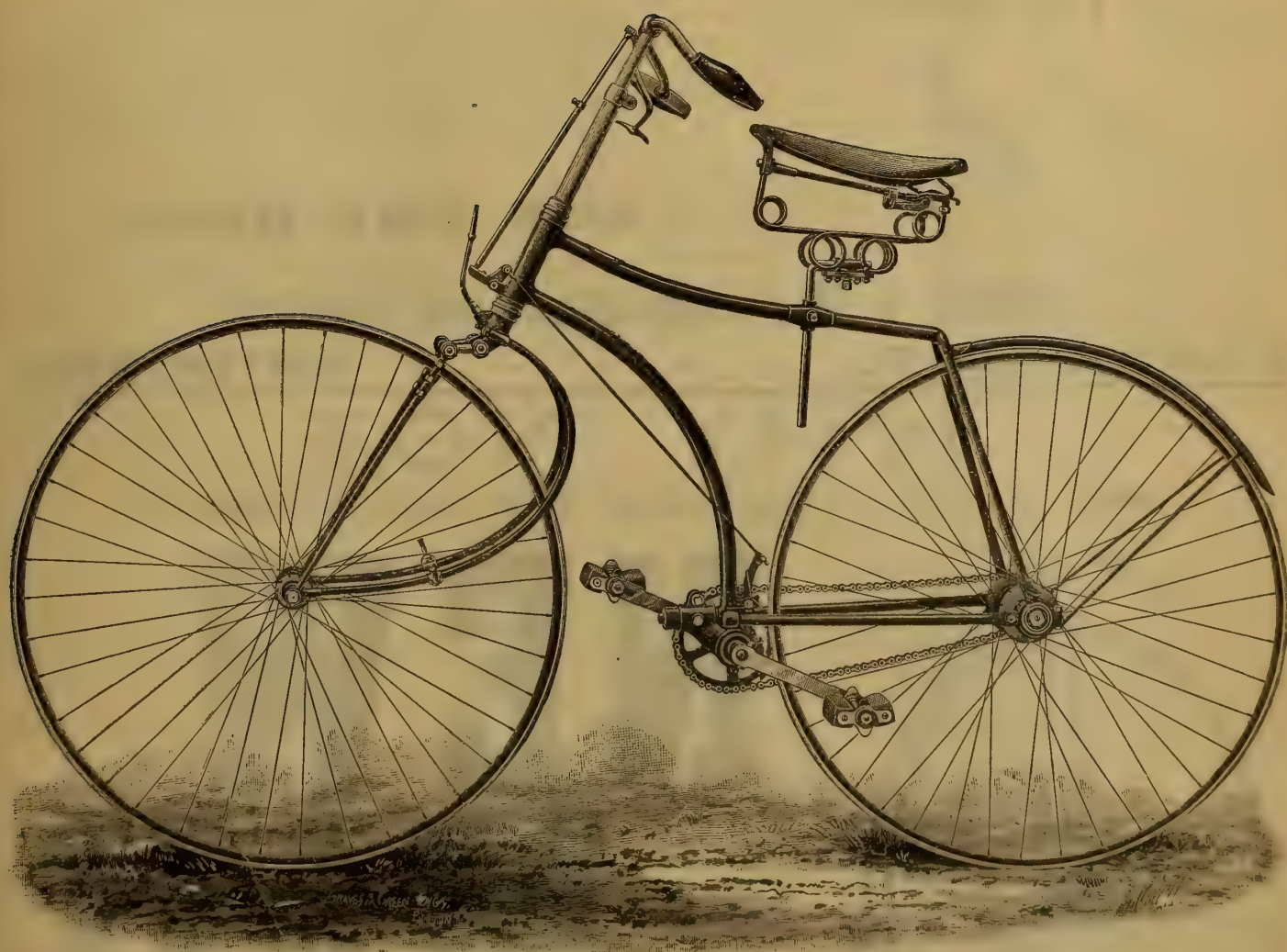
### A Dark Room for Amateur Photographers.

An extensive assortment of photographic goods are kept on hand, both in detectives and Tripod cameras; and in connection with this department a dark room has been fitted up which will be at the service of all amateurs.

General Eastern Depot for the full line of Gormully & Jeffery Mfg. Co.'s American Cycles.



# VICTOR.



## KING OF THE SAFETIES.





# SINGER CYCLES

**OVER 57,000 IN USE.**

**LARGEST**

**MAKERS**

**\* IN THE WORLD \***

**WITHOUT**

**EXCEPTION.**

"The time when the world-famous name of Singer was associated with the manufacture of strong but weighty cycles has long since passed away, as far as the latter characteristic of the above firm's excellent manufactures are concerned. Their well-earned reputation for strength, good wear and stability is still maintained in the highest degree, but for some years past Messrs. Singer & Co. have stood second to none in the matter of lightness and strength combined. A brief inspection of the new pattern for 1889, the 'Singer Safety,' will be alone sufficient to prove this, and to those riders, or intending riders, who now upon the brink of the cycling season proper are taking heed as to what they shall ride therein, we recommend a trial of this gem among safeties. From a constructional point of view, the framing is as near perfection as may be, while the new ball socket head is an absolute luxury as far as steering is concerned."—*Cyclist*.

**BUY THE BEST.**

**SINGER & CO., Manufacturers and Importers,**  
**6 and 8 Berkeley St., - - - - - BOSTON, MASS.**

## WHY NOT

**Secure the Agency for the Popular**



# NEW MAIL

In greater demand this spring than ever before which  
 tells the story of their popularity and worth.

It is the **ONLY** Wheel with Trigwell's Ball Head!!

**WM. READ & SONS, - - - 107 Washington Street, Boston.**





Published Every Friday

—BY—

**THE BICYCLING WORLD COMPANY,****12 Pearl Street,****BOSTON, MASS., U. S. A.**

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

Messrs. NEUMANN BROS., of 118 W. 19th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

Messrs. LINDSAY & TAYLER, 109 South Street, Chicago, represent the WORLD AND BULLETIN as Advertising Agents exclusively for Chicago and all territory South and West of that city.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the *Bicycling World Co.*

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 29 MARCH, 1889.

"BY FAR THE BEST."

Publishers *Bicycling World*, Boston, Mass.:

Gentlemen—To yours of the 19th. We certainly desire to continue the use of your columns, as the returns from our advertising in them have been very satisfactory indeed, and we anticipate even better results during the regular wheeling season. A contract will be sent you in due time. Very truly yours,

THE EASTMAN DRY PLATE AND FILM CO.

Rochester, N. Y., March 21st, 1889.

**DO YOU GET YOUR PAPER ON TIME?**

To our readers: Great complaint is being made from different sections of the country as to the way in which the paper is delivered. From Cincinnati we hear that sometimes the paper is delivered on Monday following date of issue, and *sometimes not until the following Friday!!* Now when these complaints first reached us we opined it was our press and mailing department that were slow and uncertain, but this is *not* so. Our paper goes to press promptly every Thursday, and is mailed promptly, so that the papers are all in the Boston Post Office by Saturday. The blame and fault is in the U. S. mail somewhere, but where, is pretty difficult to trace.

This week we shall probably be late.

THROUGH the generosity of our patrons we are enabled to present to our readers a paper which has never been equalled by any of the cycling publications of America. We do not wish to say anything as to the quality of the matter presented, whether in the advertising columns, or the editorial or news department. We will let the "quality" speak for itself.

OUR supplement this week is a combination of the slow and sure and the quick and electrical. Down the zig-zag course of a streak of lightning, the old man Time is seen calmly coasting on a rear driving safety. It is a combination and a design that will cause the thoughtful to read between the lines. As a work of art, worthy of preservation and framing.

OUR readers will be interested in reading Mr. Chas. E. Pratt's "Impressions on the Stanley Show," as there is no one perhaps among us better able to intelligently examine and comment upon things cycular, if we may use the term, than Mr. Pratt.

WE hope the day is not far distant when this country may support an annual exhibition of cycles. The number of American dealers and manufacturers have so increased that a show similar to that held in England would be a good thing for the trade here. Now that the old Boston Bicycle Club, if rumor be correct, is to devote its energies to the promotion of cycling, perhaps it may be induced to join with the dealers in carrying out this suggestion.

THE pleasant weather of Sunday, in the vicinity of Boston, brought out a goodly number of wheelmen, an especially large gathering centering at the reservoir, as usual. The long-trousered, derby-hatted contingent was strong, while a few be-badged and be-trimmed butterfly riders were equally conspicuous. We fancy the day is not far distant when many of the more quiet wheelmen will seek some other place of rendezvous. Among the more prominent wheelmen, we noticed Doane and Mr. Ross, the manager for Singer & Co., both on light, trim-looking Singer Safeties, Theo. Rothe, Lonny Peck, Captain Robinson, with a good turn out of his club men, and Dr. Kendall, with his running mate, the dog "Bess." It is a pity that some one cannot open and keep going a good hostelry in the vicinity of the reservoir, where wheelmen could meet and exchange greetings in a quiet, unobtrusive manner.

RECOGNIZING that the ladies of the League have some claim upon our space, and also recognizing that there is a demand for a department in our paper which shall be devoted to the interests of the fair sex, we have made arrangements with a lady rider of the wheel to conduct for us a ladies' column. We have to confess that we have been at some trouble to bring this about, and we have only succeeded in gaining the consent of our new editor to serve us after assurances that she will have the assistance of the ladies of the League in making the department interesting and valuable. We have spoken for you, ladies, and pledged your assistance, and we hope our pledges will not go for naught. We have provided entertainment, depending upon you all to provide each her proportion of what shall be given.

MR. CHARLES E. PRATT, who has recently returned from Europe, remarked to us, a few days since, that he was struck by "the larger use of cycles for practical purposes in England; all sorts of carriers and messengers make the wheel a beast of burden, and the thousands who ride to and from shop and factory and office 'get there all the same.' This sort of industrial use is very prevalent in France, too, and has been recognized in the official language of the police authorities, who control all such things there, as putting it beyond reason to prohibit the use of velocipedes anywhere that other carriages may go. People over across are more economical in small things than we Americans are."

This is all evidence of the practicability of cycles for small trades. But it is not alone the economical tendencies of Europeans which accounts for their extensive use of carrier cycles. It is the very excellent condition of their roads and pavements which renders the successful use of cycles possible. Nearly all the leading London papers use carrier tricycles, and find them a convenient and cheap means of quickly reaching their patrons. But such methods would



be well nigh impossible in most of our large cities. It is a very different matter to propel a loaded carrier along, say Washington street, Boston, or Broadway, New York, and perform the same feat on the smooth surface of the Strand, Fleet street, or Oxford street and Holborn, in London. To sum up, all the drawbacks to cycling in this country may be found in our rough roads.

IT is very amusing to watch some dainty cyclist clean his machine, and note the marvellous care with which he wipes about the bearings and forces whatever dust there may be into every crack and crevice. It is better to have the outside of the bearing cases dirty and the inside clean, than vice versa.

IF we can judge from the frequent allusions to ladies' safeties in the various papers throughout the country, the number of lady riders will be greater than most of us have anticipated. We do hope that any one having a lady friend who contemplates cycling will give her a few lessons on the art of riding. We saw the other day a lady, on the front seat of a tandem tricycle, whose knees, if one could judge from the movements of her skirts, were at least two feet apart. Not only was the appearance bad, but the work must have been ineffective. More than half the ladies we have seen on the road do not have the first conception of the way to ride. It is a pity, and their gentlemen friends are much to blame.

WE wish to again record our emphatic protest against sidewalk riding, and would like to recommend that the League take some official step to put a stop to what is an outrage upon the rights of pedestrians. From Ocean, N. Y., comes word that the Chief of Police has been compelled to warn cyclists to cease riding on the sidewalks, and this in consequence of the injury to a little girl by some reckless rider. This is not all. A Portland paper says that Bangor bicyclists "are patronizing the sidewalks to the imminent danger of pedestrians," and another Maine paper also finds in this transgression a subject for remark. In Indiana the matter has been in the courts, and a decision rendered that wheelmen have no right to use the sidewalks. We have no sympathy with sidewalk riders, and would be only too pleased to see an example made of some one.

THE so-called "obnoxious" bicycle bill, which the Missouri Legislators have been wrestling with, would not be so very "obnoxious" were it not for the second section. The first section simply prohibits racing on a public road, which one cannot very well find fault with.

IF the scheme to connect Chicago with Waukegan, a distance of thirty-five miles, with a fine pleasure drive is carried out, our friends in that city will be more fortunate than ever. A straight-away ride for thirty-five miles and return will be a pleasant day's run. We hope Sheridan Drive will soon be an accomplished fact.

THE Philadelphia *Record* lugubriously remarks that no city has yet invited the League to hold the annual meeting within its gates. We hope the time will come when the League will go where it pleases and pay its own way.

RIGHT in line with the action of the L. A. W. in establishing safety championships comes the news that the N. C. U., of England, have established safety championships, and that the question of barring them from ordinary races is being seriously discussed. *Bicycling News* has this to say on the subject:

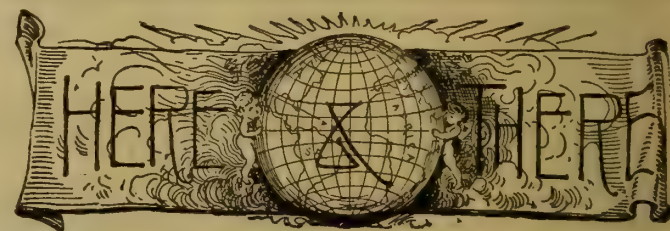
"We are opposed altogether to the barring of safeties in the amateur championship contests, as any such limit at once impairs the *openness* of the race and obviously necessitates the qualification of the description of the championship. We sincerely hope that the '89 Championships Committee will see its way to run dwarf championships at the same distances, at the same time, as the amateur championships, running the dwarf heats after the heats of the or-

dinary race. By this means the 'openness' of the existing championships will be maintained. With this one exception we hope to see the line of demarcation very sharply drawn between the safeties and the ordinaries."

THE Citizens' Club, of New York, appears to keep up its organization vigorously, and we note that it also puts on all the official frills of the most callow, and still elects its club surgeon, color bearers and buglers. But to encourage riding it offers its members 1000 mileage bars this year.

SOME two weeks ago we penned the editorial that appeared in last issue, on the matter of barring "safeties" from "ordinary" races. This editorial slipped in last week by mistake, as we published in the same issue the rule which bars the very thing we wished for. This has no doubt caused wonder and will cause comment.

THE physical dimensions of the fair cyclists who pedal for ducats in six-day tournaments is very edifying reading. The sooner women stop racing the better it will be for cycling.



#### NEW YORK.

#### "HAWKSHAW."

THE study of advertisements is at all times instructive, and often amusing, as well. We all know how we have envied and attempted to imitate the debonaire young man, who is pictured as riding a safety with his arms folded, while he distances the unfortunate gentleman in a dog cart, who is foolishly attempting to keep up with him, and we all know how we have failed. This is an instructive example: Another firm advertises, "Tricycles, No. 14, for ladies and *light* men," evidently not desiring any patronage of brunette gentlemen for their celebrated "No. 14." This is an amusing specimen: The "world's record" is claimed by the "Jover Safety," and I accord it to it willingly, only desiring, though, to add that it is the record for inappropriate illustration and vagueness of wording. In this advertisement the illustration is of a very stormy sea, with lowering clouds riven by a stupendous flash of forked lightning, while despite the stormy surroundings in which she is pictured, a schooner yacht, with *all sails set*, is calmly proceeding on her way. As an example of "safety" this doesn't impress the ordinary individual favorably. Surrounding this magnificent marine view is the following legend: "Jover Safety, world's record, one-half mile, on the road, eclipsing all path records, etc." As no mention of cycles appears in any part of the advertisement, it must seem strange to an uninitiated when he reads it, that the schooner yacht in the pictured storm, could have accomplished "one half mile in 1m. 9 2-5s. *on the road*." Another maker makes a strong bid for the impecunious rider by stating that the "Gambler Safety" is for Lady or Gentleman, *without change*." Many more examples could be shown, wherein the truth of the statement I make at the beginning of this item is proven, but the above should be ample enough to convince the readers of wheel papers that they miss much that is entertaining by not carefully perusing the advertisements that ornament the pages of their favorite wheel journal.

THE organization of "The Society for the Protection and Care of Imbecile Wheelmen" is strongly advocated. It will be the aim of this society to care for and provide a secure retreat for the sidewalk rider, for the "jay" who, in gold lace and braid, rides a full-nickel wheel across crowded roadways for the edification of the admiring "baby wheelers" and their infantile charges, for the "scorcher," and for the large number of other and unclassified nuisances, who, through their lack of brains, bring discredit upon the cause of wheeling. The society has, of course, undertaken a pretty big job, but it will have the support and best wishes of all thinking and sane wheelmen.



I DON'T know just who the gentleman was that wrote that pessimistic hymn of "I Would not Live Always," but I am sure that it was not written by a wheelman just returning from a pleasant ride. On such an occasion the rider and the writer would have been much more likely to have written just the reverse of the above.

THERE is a plan on foot to convert into a park all of the property bounded by 72d and 70th streets, West End avenue and the Hudson River. Should this transpire it will make the New York Club's house one of the most valuable pieces of residence property in this city, as it will give it a park frontage of unsurpassed magnificence.

THE recent election of the Citizens' Club shows that the "old timers" are still in control of its affairs, many of the names appearing among the newly elected Board of Officers being found among the organizers of the club. To such a condition of affairs do I attribute the continued growth and prosperity of the Citizens. May they live long and prosper, is, I am sure, a wish echoed by all who recognize in such an organization one of the most conservative and able upholders of the cause of cycling.

W. I. HARRIS has at last, in the columns of the *Press*, given to wheelmen here a bright weekly article upon timely wheel topics. It has long been a desire on the part of New York riders to get such an opening in the daily press, but until Harris moved here from Boston, and took charge of the sporting and theatrical affairs of the *Press*, they could not succeed in doing so, but now Harris has shaken them up, several other dailies have swung into line, and now cycling is threatened with a feast of notice, where formerly only a famine existed.

#### BALTIMORE.

##### "NORVAL."

THE cycle clubs of this city for some time past have had a desire toward purchasing suitable grounds, erecting a club house, providing a racing track, etc., but unfortunately no action was taken in the matter. The Maryland Club did purchase a piece of property on Mount Royal Terrace, situated opposite the reservoir in Druid Park, where a beautiful club house was built. The inconveniences. In this respect the Maryland Club is not alone of the others, who at present rent the buildings they use as club houses. The Baltimore Club for some time past signified their intentions of purchasing ground and erecting a club house of their own. The suggestions have been generally discussed by the members, and Friday, March the 22, a meeting was held. President Stansbury stated that the object of the meeting and the hopes of the members was to purchase a desirably located lot, and to build a \$25,000 club house. It is to be modelled after the club house of the Kings County Wheelmen, of New York State. Instead of spending all the money on a club house, to purchase a piece of property in the outskirts of the city, and fit up in addition an eight-lap track, was one of the possibilities connected, and which would not be much expense to get into condition. A subscription was started and \$7000 was at once subscribed, although the meeting was not a large one.

THE Crescent Cycle Club was incorporated Wednesday, the 20th.

THE Baltimore Club have made arrangements to have club races for the members only, once a month; the distance is to be ten miles, and the handicap limit two miles.

THE total mileage of the Maryland Club for the past twelve months, foots up over 100,000 miles.

THE chief consul is in receipt of a letter from George W. Baker, of Easton, Md., in relation to the occurrence of a horse being frightened at Mr. Baker's machine and doing some slight damage to the wagon to which he was attached. The owner has avowed his intention of suing Mr. Baker for damages sustained. The chief consul replied that in the event of suit being brought the attorney for the division will defend Mr. Baker free of charge to him, and called his attention to several other consoling facts.

#### LOS ANGELES.

##### "VINDEK."

It may be a hackneyed phrase, neither time, money or pains will be spared to make it so. The programme as already outlined, is as follows: Parade in morning, hill-climbing contest immediately afterward, races in afternoon at Agricultural Park, polo game on wheels in evening at Hazard's Pavilion, with a grand ball afterward. I don't think more real enjoyment could be crowded into twenty-four hours. The track is the fastest in Southern California, and the consensus of opinion is, the Pacific Coast record will have to go. Your correspondent was shown the lithograph proof of the programme of the meet, and it is a triumph of the lithographer's art.

THE highly artistic supplements of this week's *WORLD* have been the subjects of enthusiastic praise. It was the first time we had seen the "counterfeit presentments" of the talented editions of our newsy weekly visitor, the *WORLD*. Your correspondent has had his supplements framed, and a number of others are doing the same.

DEAR "Vernon" (or "Verdant"), of Minneapolis: The item in a previous letter about Wing ordering ice attachments for bicycles was a joke. I did not consider it necessary to send a diagram with it. You should spring something about the winter in Minnesota this season being so warm that seersuckers, palm leaf fans, linen dusters, et al., are comfortable.

HERE is a par. for you wheelmen in the cold, frigid and effete East. The Los Angeles Wheelmen's Club run last Sunday was to Santa Monica-by-the-Sea, where the boys donned bathing suits, and dipped in the surf. The club run to-morrow (Sunday) is to an orange orchard, where the golden fruit is plentiful and luscious.

BICYCLING has taken hold among the post-office employees, there being over twelve of the men riding wheels. A club among the employees is talked of, and no doubt Superintendent of Carriers Burns will be made president.

THE manner in which National League officers are elected is the subject of considerable criticism here. It is the general opinion that League members should vote for national officers direct, and not through the representatives. Let a male vote be taken in each State, and sent to the secretary-treasurer, or a regularly appointed (or elected) committee authorized to count the votes, and the totals sent to Secretary-Editor, or a national committee, regularly appointed (or elected) committee authorized to count the total votes. Let the annual board of officers, meeting early in the spring, be a nominating convention, where our representatives can nominate the men of our selection for national officers. Let the nominees for national officers be affixed to State tickets, and every State meet hold the election of both national and State officers.

#### PORKOPOLIS NOTES.

##### "STAR."

THE C. B. C., having outgrown their present quarters, have leased the building No. 168 W. Eighth st, that was recently occupied by the S. P. C. A. It is situated on the block that lies between the new City Buildings and Garfield Place and is surrounded by churches of all denominations. When fitted up, it will afford ample accommodations for 150 members, and is, therefore, looked upon by the club as a permanent home. The facilities for cleaning and storing wheels will be unsurpassed, and, as the location is central, will be an attractive feature to wheelmen living in the suburbs who intend, during the coming season, to ride their wheels to business. Every room is well lighted and ventilated, the reading, smoking, and meeting rooms especially so, which will, no doubt, insure a better attendance at all future meetings.

THE season is now at hand when the soft, balmy breezes determine the warm weather cyclist to drag his wheel from the obscurity of the dusty attic and get it ready for the coming campaign. He carefully wipes off all the vaseline that has not been transferred to his clothing, and then, as the bearings run hard and evidently need cleaning, proceeds with the aid of wrench and screw-driver to dissect them. After removing the skin from his knuckles and saying the Lord's Prayer backwards a time or two, he finally succeeds in removing one pedal and dropping the balls on the floor, where they run in every direction as if determined to escape the grinding torments of the riding season. Undismayed by these and similar vexations, he persists in his arduous undertaking, till, about 1 A.M., he gets the machine together and the bearings adjusted so that the wheels will revolve. Then after removing the grime and sweat from his hands and face he wearily seeks his couch. There the dream god unfolds a delightful panorama. He sniffs the fragrance of the verdure. He hears the lowing of the cattle. He sees his fellow wheelmen winding along a rural highway keeping time to the music of the brown thrush. He listens to their merry laughter, as they go flying down a grade. He watches them as they slowly toil up the next, and follows them till they dismount at their destination. He sees them gather about the table, and oh, how his mouth waters, as he views the rapid disappearance of the chicken, milk, and pie!

YET a few days and that thorn in the flesh of all wheelmen, i. e., the sprinkling cart, will be in his glory. With what malicious joy will he regard the downfall of the unwary cyclist, and gloat over his dastardly work. Let him beware! Let him read the writing on the wall: "Mene Tekel Ulookout!" and take warning before it is too late, for his may be the fate of many a self-confident tyrant.

OUR bowlderred and macadamized streets, in spite of frequent repairs, abound in ruts. This dilapidated condition is principally



due to heavy loads on narrow tires. There is an ordinance limiting the load to five tons, but it is practically a dead letter, for eight and ten tons are daily hauled over our streets on wagons having tires five inches and less in width. As the conditions here are such that heavy hauling is a necessity, and as it would be useless to attempt to have the ordinance enforced, the only thing to do is to increase the width of the tires. Now a heavily loaded wagon with a tire, say twelve inches in width, would not only not injure the streets, but would be beneficial, as it would consolidate the surface, keep it smooth and even, and considerably diminish the cost of repairs.

#### BUFFALO.

"ALI BABA."

SOMEHOW there had always dwelt within the recesses of my imagination a picture something akin to this—a pair of long, peaked boots protruding from under the other side of a desk, a skull sparsely stocked with hair standing on edge, a long, pointed nose supporting a pair of spectacles handed down from generations remote. From the top of a gray, dust-stained coat a collar, which, if cut in two, would make a serviceable pair of cuffs, a long frock-coat, the trousers baggy at the knees, and about three dates out of style—such was my idea of an editor. But alas! and also confound it! Even the ladies remark, how beautiful! Aren't they splendid? When the writer heard this he pricked up his ears, sallied forth to a group of ladies, and found them warmly discussing and admiring the pictures of the editorial staff of the *WORLD*. I remonstrated with them. I tried to point out flaws, but all to no purpose—they would not be turned aside in their opinion, and so I left them boiling with rage and jealousy. I have sufficiently recovered to congratulate you upon the finish and splendid character of those pictures.

CLERGYMEN find only words of praise for the bicycle, and some of them are taking to it in earnest. The writer knows of two prominent pastors who are almost persuaded to join the Buffalo Club, and one of them will do so ere long; this is good news. What better companionship could be asked for?

THERE is prospect of another bicycle tournament here at the international fair next fall. If the managers decide to hold another, the track will be greatly improved.

To the Zigzag Bicycle Club—we salute you. Your club-house near the circle is elegant, and you have the second best location in town. Why, you are that near the Buffalo Club that with a little sharp listening you possibly can hear the click of the billiard balls.

#### PENNSYLVANIA.

"ARIEL."

WHAT will Chicago give me to reveal the identity of the "Stroller?" And Syracuse, "Salina?" We correspondents make it a point to keep posted as to each other's identity, and if there is anything in the thing, Syracuse and

Chicago may make a bid, and—I'll consider it.

ABOUT as small a piece of business as I have heard of lately, was a recent transaction in one of the clubs in this city. A man who is prominent in wheeling circles was proposed for membership in said club, but to the astonishment of all the members, when the ballot was announced, the gentleman was found to have been blackballed. A vigorous investigation was immediately set on foot, as there has never been even a shade against his character, and several curious facts were developed. One infinitesimal specimen of humanity was moved by envy, pure and simple, and another, who has been under club investigation, and whose resignation they have refused to accept until the charges are settled, put in a blackball to get "even." The club officials express great indignation over the affair, as the gentleman's connection with the club would do honor to it. He is already a member of a couple of the most prominent organizations in the country, one of which is very select in its membership.

WHEELMEN in this city have always lamented the want of a first-class track in Philadelphia, but it is now their own fault if they do not enjoy this advantage. The Tioga Athletic Association last year put down a fine track at their grounds out at Westmoreland Station and in order to bring the matter before the public, in the proper way, Mr. Geo. D. Gideon, at the last meeting raised the question; and the President of the Association, Mr. Gaskell, in reply, assured him that the amount of initiations secured would be expended upon the track, and more, if they could arrange it. Everything now depends upon the riders themselves. If they are willing to hand out the small sum of five dollars, per capita, they can have a track that will be a credit to the city. The grounds are easy of access by both the railways, and have not only a fine track, but also cricket, tennis, football and base ball grounds, and no other investment for the sportsman will repay as much. The meet given last season by this Association—or the Tioga Cycling Club, which is an inner branch—

was one of the most successful ever held in Philadelphia, and there is no reason why it should not be not only repeated but improved on this year.

So "Argus" would like to see a mammoth picnic on Decoration Day, embracing all the city clubs? Let "Argus" listen: At the meeting of the Associated Cycling Clubs, held last Tuesday evening at the South End club house, a committee consisting of Messrs. Hare, Supplee and Edwards was appointed to arrange for a joint inter-club run and demonstration on Decoration Day—if possible. A combined run out the Pike, will dinner at some suitable place (if such can be found, to feed an army of hungry wheelmen) and perhaps a road race in the afternoon, will be a part of the programme, which has not yet been fully matured.

THE long-delayed Pennsylvania-Maryland-New Jersey Road Book is going to be issued next month, "for certain," and a right good thing it is. As a recruiting medium to the League ranks nothing equals it, and it should have been out last season.

#### NEW ORLEANS.

"NOKOMIS."

EVERYBODY said "Cycling is about played out," but the Christy-Hathorn, and the Christy-Frederic races of the last two Sundays proved this assertion to be unfounded, for it is very seldom indeed that eighteen to twenty wheelmen turn out two Sundays in succession simply to see a race which was all for glory, as was the case in these two.

HATHORN in the last "meet" here captured first prize for the Club Championship of the Louisiana Cycling Club, and, of course, was acknowledged champion of the club, but Christy, although not coming in anywhere near Hathorn, showed he had the materials of making a very fast rider. This race between Christy and Hathorn had been brewing for some time, and resulted in Christy challenging Hathorn for a race, to take place on the asphalt on Napoleon Avenue to Exposition Grounds, a distance of one and one-third miles. The outcome of this race was that Christy beat Hathorn some thirty seconds, thereby winning for himself the title of "Champion of the L. C. C." Hawthorn disappointed his friends, for he ought to have done much better. The time in this race was 4.50 for Christy, and 5.21 for Hathorn.

No sooner had Christy dismounted from his wheel than he was challenged by Lieut. L. Jeff Frederic, of the L. C. C., for a similar race to be run over the same course, to take place the following Sunday. (Last Sunday.)

FREDERIC has developed into a pretty fast rider of late, so this race, as was anticipated, was a close one from the start. The pace was a hot one, but Frederic was unable to close with Christy. At the finish Christy was just about two feet ahead of Frederic, coming in first. Christy's time in this race was much better than in the previous one, it being 4.41 for the 1-3 miles.

AFTER the race the spectators proceeded to refresh themselves at the "Iron Spring," (?) and then went over to the Horticultural Hall track, where some fast speeding and splendid time was made. Hal Graham broke his previous records by running a mile in 3.05, Hathorn made 3.06, but Spriggs did the best half mile—1.26 2-5.

CHIEF CONSEL CLARK, of Tennessee, with two wheelmen from Greenville, Miss., were down here on a visit during Mardi-Gras week, and were guests of the N. O. B. C.

MR. B. A. SLUSSER, a "fast 'un" from Memphis, is here, and will probably make this city his future home. He is in love with New Orleans, her wheelmen, her asphalted streets, and in fact, with everybody and everything.

CAPT. A. M. HILL, at the last meeting of the N. O. B. C., presented that club with a handsome silver cup to be contested for in a series of handicap races during the summer months. A committee was appointed to arrange the details of the races.

NEXT Sunday, weather permitting, the first race for the Batson Medal will be contested for by the Members of the L. C. C. The course will be from the toll gate on the West End Shell Road to West End, a distance of three miles. The entries and handicaps are as follows: Hathorn, Christy, M. S. Graham, scratch; Born, Angamar, Betts, Frederic, 45 seconds; Bogel, Renaud and E. M. Graham, 1. 30; Nathan, DeBuys, Hobson & Harris, 2.15.

BOGUL, Renaud and E. Graham, the three safety riders, have been mated together in the Batson Medal contest, and will form a little race of their own. The one coming in first will win for himself the "Champion Safety Rider of the Club."

CHIEF COUNSEL HODGSON has donated two medals, a gold and silver one, to be contested for by the members of the League only in the State of Louisiana. The races will be handicap races, and will be run under the rules of the L. A. W. The time and distances



*No Headers.*

# THE EAGLE.

*No Levers.*

Yes; The "Eagle" will climb a hill. It can be ridden up any hill that has ever been climbed on a Cycle.

No; It will not tip over backward as soon as you mount it, that is, if you know how to ride it.

Can you mount it? Well, we think you can, unless you have less than the average ability as a rider.

No; The position is not pushing backward; but directly downward, and is almost identical with that of walking; it is easy and natural, and an "Eagle" wheel can be ridden a great distance with very little fatigue. It is well adapted to rough and hilly roads, and can be ridden with ease and safety where it would be impossible to go on an "Ordinary."

These statements we are prepared to practically demonstrate, and are doing so daily, to the complete satisfaction of all who visit us.

If there is not already an agent for the "Eagle" in your locality, we should be pleased to hear from you.

**THE EAGLE BICYCLE MFG. COMPANY,**  
STAMFORD, - - - - - CONNECTICUT.

*No Clutches.*

*Mention this paper.*

Send For

CATALOGUE.

*No Chains.*



# Our 1889 Catalogue IS NOW READY.

*Send your name and address and a copy will be mailed free.*

A Sample of our new Ladies Swift Bicycle can be seen at our Show Rooms,  
**239 COLUMBUS AVENUE.**



**THE · COVENTRY · MACHINISTS' · CO., · Ld.,**

**239 COLUMBUS AVENUE,**

**BOSTON, MASS.**

WARWICK

SEND FOR CATALOGUE.

CYCLE

## Warwick Perfection Safety.

The only Machine equally suited to Lady or Gentleman.

As easy of control as a Tricycle. Weight all on 49 lbs.

Constructed of Wrought Steel throughout and Guaranteed.

Fitted with Spring Bearings and "Perfection" Dress Guard.

THE PERFECTION OF CYCLE MECHANISM.

Absolutely dust proof adjustable ball bearings to wheels and pedals.

Wholesale Depots

{ W. W. STALL, 509 Tremont Street, Boston Mass., for Eastern Massachusetts.  
HALPIN & CO., 13 Murray Street, New York, for New York State.  
C. F. STOKES, 293 Wabash Avenue, Chicago, Ill., for Northwest.  
D. SNITZER, 1012 Olive Street, St. Louis, Mo., for Southwest.

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A. KENNEDY-CHILD, Supt. Agencies.

SPRINGFIELD  
MASS.



of the races will be arranged by a committee of two each from the N. O. and Louisiana Clubs, and two unattached riders. With the Batson series of races of the L. C. C., the league races for the Hodgson Medals, it certainly argues that cycling in the Crescent City is on a big boom.

## NEWS AND COMMENT.

C. C. HILDEBRAND, of St. Louis, paid us a flying visit last Thursday. He was en route for Europe, and he states that he had no intention of conquering Corey Hill, and he further darkly hinted that the author of the Corey Hill squib would "get it" when he (Hildebrand) got back to St. Louis, so look out, "Linneus."

THE Malden, Mass., Bicycle Club held its first annual entertainment Wednesday, 21st, at Barrett's Opera House. The programme consisted of an overture, "Southern Pastimes," by the Misses. Hale, Misses Makechnie and Wilson; reading by Miss Fay L. Davis; selections by the Everett Banjo, Mandolin and Guitar Club; solo by Miss Mabel P. Wentworth; impersonations, by E. W. Emerson; solos, by William Lunt; selections by the Ladies' Camilla Quartette; and reading by Miss Fay L. Davis.

WORCESTER, Mass., is said to be waking up, and the local cyclists are promised a cinder path on which to show their prowess as racing men.

THE value of cycles owned by the riders of Chicago is estimated at \$150,000. If this is near the truth then Chicago must have about 1200 riders.

TENNESSEE Division L. A. W. will hold a meet at Nashville June 18. On the 19th the second annual four days' tour, under the auspices of the division, will be started. The route has not yet been selected, but will be through the towns of Middle Tennessee.

WE are not responsible for the following item, we scissored it out of—, no, we will, out of kindness, suppress the name of the paper: "The latest notion in the way of locomotion is a bicycle operated by dogs. An Ipswich man is the inventor. It will require a good deal of cur-rage to ride it."

WE read an advertisement in an English paper out loud, to the effect that "the Whippet held all the hill climbing records, etc." Our friend quietly remarked, "whip it, if you can," and then he bolted, closely followed by our office shears.

CLAUD BAUM, of Newman, Ind., is 19 years of age, and he possesses an inventive mind. He claims he has a water bicycle which will travel as fast as the land machine. This is the claim. We will await the public test which will take place within thirty days.

REV. GEORGE A. PAULL, pastor of the Westminster Presbyterian Church, Bloomfield, N. J., had a narrow escape on Central avenue, Monday afternoon. He was riding on his bicycle, when he saw directly in front of him two racing horses approaching. To get out of their way he got behind a wagon. One of the horsemen engaged in the race turned out from the wagon, and in making a short turn the shaft of the buggy went through the spoke of the bicycle. Before the driver could bring the horses to a standstill Mr. Paull had been dragged three hundred feet and injured about the hands and legs. Mr. Paull has been confined to his house ever since, but is now getting better. His bicycle was completely demolished. The careless driver, a well-known Newarker, offered to replace the bicycle and pay all damages, and begged Mr. Paull not to give his name.

THE Brooklyn Base Ball team have been set to work to ride tricycles and bicycles. They hire the machines of Schwalbach. If the machines had any sense of the humorous they must have en oyed the fun. The first attempt was made last Wednesday week. Terry was the first to return, and he was closely followed by Collins, Visner, Pinckney, Smith, Bushong and Lovett. Collins, Visner and Lovett had several encounters with trees and fences, and even went so far as to try and knock down a church at Parkville, but without success. Mr. Schwalbach, Trainer McMasters and Manager McGunnigle have agreed that wheeling is splendid exercise for baseball players. The players themselves are dubious on that question.

WE are told by a wise exchange that Armaindo has "ridden a great many races, all of which she has either won or lost!! Really!

THE Wilkes Barre ladies are down on the local bicycle club, because their husbands, their sons and sweethearts spend too much time at the club-house drinking coffee, (!?) lolling in the easy chairs and reading the papers and playing pool and billiards. "Ah well," sighs the feminine of Wilkes Barre, "men are horrid—especially bicycle club men!"

EVER since bicycle riding began in Baltimore there has been open warfare between the cyclists and the horsemen of the city. The former claim that they have been continually interfered with by

horsemen, who will not extend to them any of the courtesies of the road.

THOMAS STEVENS is no doubt well on his way towards the interior of Africa. By the way, Thomas took a phonograph along to use in recording the words of the different chiefs, which words, as occasion required, will be repeated to other chiefs. A very neat way of carrying messages, and one that will greatly enhance the respect of the mystery-loving children of nature with whom Stevens will be brought in contact.

WE welcome the *American Athlete* among our regular weekly visitors.

WM. J. CORCORAN, the well-known bicycle and athletic trainer, leaves for New York in a few days, where he will locate. He has received offers from some of the principal athletic clubs, but will look the ground over before accepting any position.

Mlle. ARMAINDO's real name is Mrs. Stewart. Her husband is described in graphic language as being a "hoods," whatever that may be! He has done no steady work since their marriage, Louise says, and all around, their life together has not been a banquet of bliss. For some days Louise has been lying ill at their room near the Coliseum, in Omaha, and one day Stewart dropped in and began worrying her, and concluded by striking her as she lay in the bed. Forbearance had ceased to be regarded by the little Frenchwoman as a virtue, so she rose from her bed, and seizing the stripling husband by the scruff of the neck she lammed him against the wall, and across the bed and over the trunk, and down the stairway to the ground floor. The landlady did the rest of the work performed by the athletic invalid, and warned the youth to leave the house.

W. S. HARRIS, formerly of Boston, but now on the staff of the *New York Press*, has joined the Citizens Club, of New York city.

THE Hingham (Mass.) selectmen have passed the following town ordinance: "No person shall ride a bicycle, tricycle, or other wheeled vehicle unnecessarily on the sidewalk of any street within the town, or ride any such wheeled vehicle at an immoderate rate of speed in any street or public place within the town, so as to endanger thereby the life, safety, or convenience of any person properly using such street or public place." That word "unnecessarily" leaves a large loop for riders to creep through.

HURRAH for the effete East. Schwalbach of Brooklyn has a son who rides a bicycle younger than Mohrig, Jr., of San Francisco.

WE haven't heard of the cyclist Union of Long Island, for some time. We now see an item to the effect that the powers that be are busily engaged in the important duty of getting out an "appropriate emblem" for use by members. We hope that with the finding of an "appropriate emblem" the aims of the Union will not all have been reached. If they are after an "emblem" we would suggest the Committee to write to Mr. Shipton for points on "how to get an original design."

THE Hudson Co. Wheelmen (N. J.) have issued road report cards. These are given to members, and it is the duty of each to give reports of roads, surface, hills, distances and general information as to new or old routes covered. We hope the practical results will equal the theory, which, we must say, is most excellent. The cards will also be used as vouchers for distances traveled by those competing for long distance prizes.

EVER since Tom Stevens called on the Shah of Persia and spent the winter in Teheran, the brother of the Sun has had a hankering after a cycle of same sort. It is now announced that the Shah will visit England, and will purchase several patterns of the Spider wheel. The bid amongst the manufacturers for his distinguished patronage will be enormous. He will probably want a machine like that one built for Geo. Gould, all aluminium, diamonds and mother-of-pearl.

THE *Bowler and Billiardist* says that "Louise Armaindo has made nineteen miles in eighteen minutes on a bicycle." The *B. and B.* had better stick to billiards. Another miscue like that will rip the cloth from end to end. Possibly Armaindo rode an electric wheel, and Tom Eck held the watch. Under such circumstances Armaindo could do two miles a minute.—*New York Press*.

COMBINATION, girl, bicycle; result, infatuation. Witness the following item from Albany, Ga.: "Cliff Partridge, a thirteen-year-old boy, the son of a prominent citizen, became enamored of a female bicycle rider, connected with a ten-cent circus now travelling in this section. Taking along a pistol and a silver watch, he ran off with the circus so as to be with the girl. He was caught to-day in Albany, and was arrested and held until his father could go for him." The maternal slipper awaits the love-sick infant's return. His mother will also go for him—when he reaches home, sweet home.

READ the testimonial of the Eastman Dry Plate Co., at head of the editorial column.



MR. JOSEPH GOODMAN, of Hartford, Conn., has purchased the interest of his brother in the Wheelmen's Official Score Card copyright 1883. This excellent score card has been issued at all the principal cycling tournaments held in the United States in the past six years, and has given the best of satisfaction. Mr. Goodman will be pleased to hear from all clubs intending holding tournaments during this year.

MAY 6th is the date for the races at Woodstock, Ont.

MAY 11th is the date set for the races to be given by the Harvard Bicycle Co., at Cambridge, Mass.

MR. CHARLES RICHARD DODGE sails for Europe to-morrow (March 30), to be gone six or seven months.

THE Engineer's Society, of Western Pennsylvania, has, at the invitation of Gov. Beaver, appointed a committee to collect data that may be of service in shaping legislation in regard to building and improving the highways.

THE Rambling Wheelmen, of Bridgeport, Conn., offer prizes to members covering two thousand or more miles between April 1st and Dec. 1st, a prize proportionate to the record they made, constituting them the first class. To members covering one thousand or more miles, a prize proportionate to the record they have made, constituting them the second class.

CHIEF CONSUL EMERY is after the cyclers of Massachusetts. The doctor's circular is a strong document, and ought to fetch in a good many recruits.

THE bell and light ordinance is about to be enforced in the city of Louisville, Ky.

SYNYER, the English amateur bi. champion, is strongly in favor of favoring safeties from "ordinary" events. He does not want any safety business in races in which he starts.

NEWS in a nutshell from Meriden, the wheeling hub of the State of Connecticut—The Meridens are proud in the possession of a club with a membership of seventy-five, and also they boast that Meriden is the home of the great D. J. Canary, who is just now abroad riding for the edification of the crown heads of Europe.

A FUNNY story is told by an English exchange of a lady who was examining a tricycle with a view to purchase. She is reported as liking its looks, but as a safeguard she wished the opinion of a gentleman friend who was an "authority on cycles." The "expert" came, and after knowingly examining the machine, he put his hand on one of the *foot-rests* and expressed great astonishment that it would not revolve, as he always thought *pedals* should do so!! The dealer fainted and the "expert" and the lady went away in high dudgeon at the thought of how the "wicked dealer had tried to sell them a machine, the *pedals* of which would not revolve!"

CHICAGO Cycling Exhibition and Tournament will be held at the Exhibition Building, May 13th to 18th inclusive.

MASTER SLAUGHTER, of Coventry, England, aged three and one-half years, is the happy possessor of the prettiest and lightest tricycle ever made. The machine has 20-inch driving-wheels, 18-inch front wheel, 1-2-inch rubbers, and weighs 12 1-2 pounds. It is a perfect gem of a machine, and has been made under Slaughter *pere's* personal supervision.

A CERTAIN English firm offered a prize for the best name for their new cycle. They received 40,000 replies, among the most curious was that of "Jack the Ripper." To the facetious non cyclist this name would be pronounced as eminently appropriate.

THE New Orleans Bicycle Club have taken possession of its new house. The grounds about the house are ample for the indulgence of lawn tennis. Harry Hodgson has presented this club with a fine tennis outfit. Hodgson is one of the most generous of men.

"ANOTHER chestnut, "Chicago wants the L. A. W. meet for 1890." All right, but have you heard any one say aught about the meet for 1889?

READ the testimonial of the Eastman Dry Plate Co., at head of the editorial column.

A GRAND athletic tournament is to be held at Hot Springs, Ark., April 16, 17, 18 and 19. We notice that our old friend, Bob Neilson is engineering the affair. Entry blanks can be obtained by addressing R. A. Neilson, Hot Springs, Ark.

THE friends of Mr. Abbot Bassett will join us in condoling with him on the loss of his brother-in-law, who died last Wednesday.

MR. G. MINTURN WORDEN, who last year achieved prominence on the road and hill, will this year pay further attention to improving the records he now holds. He will pay special attention to Murder Lane and Union Hills, the latter in Springfield, Mass. Mr. Worden's mount for the season of 1889 will be a Volant safety.

THREE members of the Crescent Bi. Club of Baltimore, Messrs. Ostendorf, Adams and Aiken, opened the riding season for 1889,

between Baltimore and Washington last week. These three men started from Baltimore at 9 A. M. reaching Washington at 3 P. M.

THOMAS WHITAKER, a prominent wheelman of Millville, N. J., was recently elected Mayor of that city.

MERWIN, HULBERT & Co., of 26 W. 23d street, New York, will mail one of their new 1889 catalogues on an address being sent them. We especially call attention to their advertisement on page 382.

"A BOOK reception" is a capital idea and we would suggest that all clubs do as the Wilkes Barre, Pa. Club have done: vide the following item: "The Wilkes Barre Bicycling Club will give a book reception Friday evening. Good music and dainty lunch will be served. You don't have to bring a gilt edge full morocco with steel engravings to be welcome. The club owns a Bible."

OF course we do not know the condition of opinion and streets in Salt Lake City; but a tirade, which appeared in a local paper, against the pedestrians of that city because they persist in being run into by the cyclist who is also occupying the sidewalk is refreshingly cool and funny to us. The writer avers that the roads of Salt Lake City are not fit to ride on and so the cyclist just takes to the sidewalk. From this we should think that Salt Lake City is no place for cyclists. Here is the last part of the article as a "sample:"

"The cyclist is most emphatically here to stay. The pedestrian don't want him, The equestrian don't want him. And now the two bears must appear. The road hog, the pedestrian and the cyclist must bear and forbear. Now, a final word to the pedestrian. If a dozen bicycles bear down upon you, do not become worried, but go gently along upon your way. The cyclist will take care of you. Should you commence to jump and dodge, how in heaven's name can you expect to avoid trouble?"

PARADISE has no charms for the professional cyclist since Omaha was discovered by Prince, Morgan, Eck & Co.

THE Scranton Bi. Club is the recipient of a complete set of Dickens' and Thackeray's works. Col. Geo. Sanderson being the generous donor.

SEND for catalogue of H. A. Smith & Co., as per the advertisement on page 374.

MERRIHEW and McDaniel, now of Philadelphia, are hard at work doing road work. These two men propose to sustain the great reputation they made on the road last year as "goers" of the highest class.

LADISH has been in St. Louis lately, looking after Warner and his little "Bill." That settles the fate of the "Bill;" it will not become a law.

THE Springfield Bicycle Mfg. Co., is putting its best foot forward in the endeavor to promptly fill its orders. They are running 24 hours in every day and they only wish they could devise a means of stretching time so as to accomplish even more than they are now doing.

THE Quadrant Tricycle Co., appreciating the reputation that has been acquired by their machines is the U. S., have decided to establish agencies in the different cycling centres of the country. To this end Mr. H. G. Priest of the Quadrant Co. will visit this country, arriving in Boston some time during the latter part of this week. We would suggest to those desiring to represent the Quadrant people that they address Mr. Priest, care of this office.

TIRE tape, cement, enamel, lamps, and what not, can be furnished by H. A. Smith & Co., of Newark, N. J. See advertisement on page 374.

KEEP your road mileage record and keep it *correctly*. How? Why by buying a first-class and reliable cyclometer. In connection with this idea we would advise our readers that there is a cyclometer that bears the prefix, "Butcher." A word to the wise.

THE Eagle Bicycle, we might say appropriately, has flown into favor, and the Eagle Co. report the most flattering sales up to date and prospects for the season. We are pleased to hear that the "Junior member" of the manufacturing brotherhood is doing so very well.

PEDERSEN of New York is one of the largest manufacturers of medals in the U. S. A reference to his advertisement will reveal some cuts of exquisite specimens of the medal makers art.

H. A. SMITH & Co., of Newark, N. J., present on page 374 of this issue a varied list of cycle sundries. We doubt if there is a concern in the country that makes more of a specialty of the cycling sundries than does this firm. Send for their catalogue.

THE record mileage disease has broken out with renewed virulence in New Jersey, and D. B. Bonnett, of the Elizabeth Wheelmen, rode 224 miles during the month of February.

READ the testimonial of the Eastman Dry Plate Co., at head of the editorial column.



## TERTIUS.

WE are a wreck!

Primus and myself.

I use the plural, because both of us together scarcely make one good, solid, substantial, simon pure wreck.

Primus and I are members of the Weedsport Bicycle Club.

I call him "Primus" because he is the first of his kind. Some of the fellows call him "Fairy," and some "Little Toddlekins," simply because he weighs the heavy part of a ton. We don't know his exact heaviness, because none of the railroad companies will take the risk of weighing him.

There is a limit even to car scales.

And yet, Primus is a rider.

Don't gasp.

He rides a trike—at least, he wants to.

When he decided to stride the flying wheel there was a universal howl of indignation from all sources.

Our Street Commissioner declared that he had broken his back 375 days out of the year for the past nine years, in giving us good roads, and he'd be blankity blankity blanked if he wanted the streets ruined by having a human juggernaut chassaing around on them.

The club's good name was at stake.

A *lunatico inquirendo* was held, to discover whether Primus was in his right mind.

The investigation is over, but Lord! what a time we've had!

I sided with Primus, and our chief opponent was a fellow named Smutchall. He was backed by the Street Commissioner, and a "simple American citizen" with political aspirations.

The enemy presented the following reasons for believing Primus an out-and-out lunatic.

He weighs more than several ordinary men.

No "wheel" on earth would hold him.

If there was, he couldn't ride it.

If he could ride he would have to be hoisted on board with a derrick.

He would destroy the roads.

He could never do any touring, because he would want to stop every fifteen minutes to eat.

He chews gum.

He ran for Congress last fall.

He has not read Robert Elsemere.

He thinks that Lawrence Barrett is an actor, and that Tennyson is a poet.

He likes tripe.

He gives his employees fair wages.

He is honest.

Well, sir, you can imagine what a tough job we had to combat all this array of facts and figures.

Day and night we strove, even as what's-his-name wrestled with the angel.

We had no time to eat, drink, sleep, smoke or think.

We won.

The great bike builders, aided by the leading scientific men of all climes are using up the gray matter of their brains to devise a wheel which Primus can ride with ease and comfort.

*Labor omnia vincit.*

TERTIUS.

## THE EUROPEAN TOUR.

UNDOUBTEDLY the biggest thing in the way of touring the coming season will be the European Tour under the leadership of F. A. Elwell, Portland, Me. As the membership is limited to 30, and as 25 have already deposited berth-retaining fee with the agent of the Cunard steamer, the quantity of the party is an assured fact. The itinerary has already been published in these columns. Mr. J. Pennell will pilot the party through France.

From letters received, and from comments in the European 'cycling press it is evident that the advent of the party is looked forward to with great interest, and the gentlemen who compose the party can safely count upon a hearty welcome along their route. The tour has been planned with an eye to economy; comfortable, but not high-priced or fashionable (except in Switzerland) hotels will be patronized. The hotels are selected and arrangements made. Below is the list of those who have sent in their deposit for membership in the party. There may be a few additions, and an accident may perhaps prevent some one in the list from going, but the changes will not be material. Those who have been considering the matter of going, and whose names do not appear, had best come to an early decision: P. Howard Reilly, Hartford, Conn.; W. H. Bennett, F. H. Buttolph, Chicago, Ill.; F. A. Elwell, Chas Seavey, H. S. Higgins, F. H. Palmer, Portland, Me.; H. Wentworth, Skowhegan, Me.; I. N. Smith, Wm. H. Kirk, Philadelphia, Pa.;

Rev. Chas. E. Fessenden, Summit Hill, Pa.; Wm. C. Roseboom, Cherry Valley, N. Y.; Harry Wilson, Clarion, Pa.; A. McAlpine, Bradford, Pa.; T. C. Brinsmade, Cleveland, Ohio; Stephen L. Breed, Lynn, Mass.; Junius E. Beal, Ann Arbor, Mich.; Joseph Pennell, London, Eng.; Clark Cooper, Trenton, N. J.; Dan. Krumm, Columbus, Ohio; D. Levy and R. B. White, Quincy, Ill.; H. C. Spaulding, Jr. and W. N. Estabrook, Elmira, N. Y.; H. C. Cake, Clarkesville, Mo.; L. Levy San-Paulo, Brazil.

## "GEE WILLIKINS."

(BY THE SECRETARY.)

[WE do not see why the small sons and daughters of some of our readers should not have some space in this edition devoted to their especial benefit. We therefore print the following fairy story which we think is one of Secretary's happiest efforts. It will prove interesting to the mature as well as the young.—ED.]

Here is a story for the sons and daughters of cyclists and cycle-resses.

Once upon a time there lived in the country a little boy. When he was too young even to know his mother, the cook said he was her little sweetheart, and by that name he was generally called. He was a chubby, rosy-cheeked youngster, with great, wide opened, brown eyes, and his curly hair was so light colored that it was almost as white as his grandfather's. In the main, Sweetheart was as good as the average little boy, but he had his faults, and his chief one was that he would say "Gee Willikins!"

Now it grieved Sweetheart's mamma very much indeed that her little boy would say "Gee Willikins" so often. She was a very patient mamma, and she often reproved him for saying it, and Sweetheart would readily promise never to say it again. But he was such a little fellow that he used to say that he wasn't big enough to remember not to say it; so it went on, and no matter what he saw strange, or what little accident he witnessed, his eyes would grow as big as saucers, and he would cry, "Gee Willikins." One beautiful May morning, whilst mamma was sitting in her rocking-chair on the up-stairs porch, enjoying the cool breeze, and busily mending one of his torn dresses, Sweetheart was in her bedroom, with a switch, chasing the cat. It was splendid fun to him, to see pussy jump and dart around the room whenever he managed to hit her. His merry laughter rang loud and long, until after one very hard cut, pussy jumped up on the mantel-piece and knocked off mamma's Royal Worcester vase, the one she thought so much of.

Down it came on the bright matting, and broke into hundreds of pieces.

"Gee Willikins!" exclaimed Sweetheart, as he realized the enormity of the disaster. As he stood, with bulging eyes, staring at the fragments, and as the unhappy cat crept trembling under the bed, mamma appeared in the doorway.

She had heard the crash, and had arrived in time to see the pieces scatter over the floor, and hear her little boy exclaim "Gee Willikins!" At first she felt very angry at her little son, and felt inclined to take the switch and lay it across his back, but she was a very just mamma, and always endeavored to think twice before she acted. So she quietly took her little boy by the hand and led him out on the porch, and sat down in her chair and drew him up close by her side.

"Oh, Sweetheart," she began, "what makes you so naughty; don't you know you have broken mamma's vase that she loves so dearly?"

Sweetheart hung his head in shamefaced silence. "And," she continued, "you not only broke her vase, but you said that bad, horrid word that you promised, not an hour ago, never to say again. I don't know what to do with you."

"I know," he said, roguishly, lifting his face and looking at her.

"What?" she asked.

"Forgive me," he answered, smiling.

It was as much as she could do to keep from putting her arm around the cunning rascal and kissing him, but restraining herself, she said: "No, sir. I tell you what I will do, I'll get the fairies to come and take you to fairy-land and keep you until you are cured."

"So you want me to cure him, do you, mamma?" they heard some one ask.

"Gee Willikins!" exclaimed Sweetheart, pointing with his fat fist, whilst his eyes grew as big as saucers.

Mamma also looked, and there, standing on the porch railing stood Queen Mab herself, the queen of the fairies. The way mamma knew that she was Queen Mab was because she wore a golden crown set with diamonds.

Sweetheart never before had seen such a wonderful being. She was about six inches tall, and had beautiful blue eyes, and pretty golden-colored hair hung down her back; she was dressed in a lovely white dress all spangled over with blue and red stars.

"I was on my way to the city when I overheard your remark," she



VIBRATION IN CYCLING was the subject of a paper recently read by Dr. Benjamin Ward Richardson, at a meeting of the Society of Cyclists (London). "I am of the opinion," says the Doctor, "that nothing produces so much injurious fatigue, or so bad an effect on the health in cycling as vibration. It is a shock to the nervous system, causing a continued feeling of vibration through the body, a sense of nausea, and a degree of nervous prostration, accompanied with a reduced power of the lower limbs, which, to say the least of it, is very inconvenient, and which in a feeble person may be attended with actual risk."

The cause of the mischief is what medical men call "spinal shock." It is very much like, and in essence is the same as that kind of shock which is noted in railway accidents, the difference being that in railway accidents the shock is inflicted by one or two violent concussions, while in cycling the shock is produced by a number of minor shocks, which produce the injurious effect from an accumulative action upon the spinal cord, and, through it, to some extent, on the brain. Excessive vibration causes a general fatigue and a painful reduction of muscular power in the lower limbs.

An efficient spring fork annihilates vibration.

A perfected spring fork is found only in the Victor Safety.



said to mamma, "and I stopped to see if you really want to send your little son to fairy-land to be cured. You needn't be afraid to trust him to us, for we often take bad little boys home with us to cure them of their naughty habits. Here's a whole bundle of letters we've gotten from mammas, thanking us for our cure." And she handed mamma a great pile of letters. Where she got them Sweetheart could not tell; it seemed to him that she just reached out in the air and picked them up.

While mamma was looking over the letters, she said to him, "Don't you want to go to fairy-land with me?"

"No," answered Sweetheart, clinging closer to mamma.

"Well, then, will you be a good boy and never say 'Gee Willikins' again?" she asked.

"Indeed I will, replied Sweetheart, very earnestly.

"I wonder if you will keep your promise," said Queen Mab. "I'll see." With her silver wand she tapped her shoulders, when lo! out popped two beautiful gauzy wings, and up and down the porch she flew, as lightly as a bird.

"Gee Willikins!" cried the astonished boy, gazing at her in great wonder.

"It is just as I thought," said Queen Mab, resuming her place on the railing; and tapping her wings with her wand, they immediately disappeared. "You see, mamma," she continued, "he cannot be trusted. What do you say, shall I take him?"

"I don't know what to say," said mamma; "these certainly are nice letters of recommendation you have, but I don't see how I can spare my little boy, bad as he is."

"But you see," responded Queen Mab, "it is for his own good."

"Yes, I know," answered mamma, "but—well, I'll telephone to papa and hear what he has to say."

So mamma rang the telephone bell, and asked papa what he thought of it, and papa answered to let him go by all means, as he had been there; then mamma telephoned to grandma, and she said if she bathed and dressed him in his best clothes, so Henry would not look any better if he happened to be there, she thought it might do to send him. Aunt Ridie, she said the same; then grandpa said if he went to be snre and get a receipt for him, and papa's mother said it would do him good to go, and Aunt Janet said she knew a little girl who had been sent there to be cured of making faces, and she was cured and sent home before night.

As everybody seemed to be so much in favor of it, mamma concluded to let him go.

"You will be sure to take good care of him and bring him safely back?" she asked Queen Mab.

"Why, of course," she answered.

"How will you take him?" she questioned.

"I've got a velocipede," said Sweetheart.

"Have you?" said Queen Mab, "then I'll ride my tricycle."

"Where is it?" asked Sweetheart.

"Why, I'll have to have it made. Mamma spare me a hairpin."

She took the hairpin from mamma's hand, and threw it on the floor of the porch, and said, "qlzxishkapmzzo," which means in English,

Come ye elf, come ye sprite,  
Work with all your main and might;  
Come from mountain, come from dell,  
Make for me a tricycle!

So you see fairies don't lose much time when they talk. That's a very peculiar word, and it took me considerable time to get it, so be sure, my little cyclette friend, to make your mamma repeat it over until you are able to pronounce it yourself.

Hardly had Queen Mab uttered the word, when at least two dozen little elves and sprites, all in their blue working clothes, appeared on the porch, and straightway seizing the hairpin, went to work. One old gray-bearded fellow, with big rimmed spectacles, cut it in different sized pieces and gave them to the rest. Some made the rims of the wheels, others spokes, others the handle bars, and others the various different parts.

Presently one ran up to Queen Mab, took off his hat, and after making a bow, said something that Sweetheart could not hear.

"Dear me," said Queen Mab, "they haven't any leather to make a saddle. What shall I do! Why, there's just the thing." Running over to one of Sweetheart's old shoes she took her scissors and clipped a piece of the tongue off, and handed it to the elf. He bowed and ran off. Presently he came back and said something else.

"Dear me," said Queen Mab, "they haven't any thread to sew it with. What shall I do? Why, there's just the thing." She hopped up in mamma's lap, and before Sweetheart could say a word she had plucked a strand of his bright curly hair, and the little elf had threaded his needle with it, and was busily sewing the saddle. When the tiny tricycle was made and all the elves and sprites had vanished, mamma bathed Sweetheart, and dressed him in his clean-

est and prettiest white frock, and put his new shoes on, and curled his shining hair, then, putting on his white hat, she tied a piece of blue ribbon around his left wrist, to keep him from harm, and kissed him good-bye.

The tears came in her eyes as she saw them ride off, Queen Mab in her dainty tricycle, and Sweetheart on his old battered velocipede, his chubby little legs working as fast as they could so as to keep up with the fairy queen.

She turned and went in the house, and it was so still and lonesome that she rushed out again to call him back and tell Queen Mab that she couldn't spare her little boy, even if he was so naughty as to say "Gee Willikins!" She ran clear up to the gate and looked up and down the road, but they were not in sight. She called, "Sweetheart! Sweetheart!" but there came not an answer. So she went back in the house, picked up his little old worn shoes, kissed them and softly cried.

Meanwhile Sweetheart had arrived in fairy-land. Exactly how he reached there, he was not sure. It all seemed to him that while he and Queen Mab were riding along the lane, he suddenly rode right down through the ground, and the first thing he knew he ran "spang" right against a great big piece of fur.

As he was sprawling about, trying to get out of the fur, it arose, and with a terrible growl shook him off, and as he scrambled to his feet he saw it was a great big black bear.

Sweetheart was nearly scared to death.

"Humph!" growled the bear, "this is a pretty way to wake a body from his nap. What's your name?"

"Sweetheart," came the prompt answer.

"Sweetheart, hey?" said the bear. "Well, Mr. Sweetheart, let's see of what you are to be cured."

The bear walked up to him, and there, hanging to the blue ribbon that mamma had tied to his left wrist was a little silver medal, on which was written: "This little boy is to be cured of saying 'Gee Willikins,' and then returned to mamma, signed Mab, Queen of all the Fairies."

"Aha!" exclaimed the black bear, "so you say 'Gee Willikins,' do you? Well, what makes you say it?"

"Deed, sir, I don't know," answered Sweetheart.

"Don't, hey?" said the black bear, "then we will have to find out. Can you ride a bicycle?"

"No, sir," replied Sweetheart, "but papa can."

"Well," said the black bear, "we will see if you can."

So saying he went up to the red velocipede and growled out something, when lo! there stood in its place a beautiful little bicycle, with silver wheels, gold spokes and ivory handle-bars.

"Gee Willikins!" cried Sweetheart.

"Aha!" exclaimed the black bear. "I see what makes you say 'Gee Willikins,' 'tis things that surprise you. Now I know how to cure you."

He placed Sweetheart on the machine, and to his great surprise he rode right off.

He was so astonished and delighted to think that he could ride, that he at once cried, "Gee Willikins!"

No sooner had he uttered it than the little wheel kicked up, and away he went over the handle-bars, bang against the ground. Just like he had often seen his papa do.

It was some time before the black bear could speak for laughing. When he could, he said: "That's what you got for saying 'Gee Willikins,' and every time you say it, that little wheel is going to fly up and make you take a header. I've got to cure you from saying 'Gee Willikins' and I am going to do it."

"Yes sir," meekly replied Sweetheart. He bruised his shoulder when he fell, but the black bear didn't kiss it like mamma would, but simply helped him back on the machine and they again started. They rode around everywhere, and Sweetheart never had seen so many wonderful sights. He had said "Gee Willikins" ever so many times, and every time he said it the little wheel had flown up, and away he would go, and the black bear would laugh and again put him in the saddle.

It wasn't any fun to Sweetheart, and his little body was black and blue with bruises and he felt sore and ached all over. He had had so many falls that he had learned to look at wonderful things without saying 'Gee Willikins,' and the black bear was beginning to think he had cured him.

Presently, on rounding a bend, Sweetheart's wondering eyes saw a lovely little lake.

There were all kinds, sizes and colors of ducks and geese swimming in it. There were big yellow geese with flat bills, there were little red ducks with round bills, there were green geese and blue ducks, and striped geese and dotted ducks. In the centre of the lake was a little island on which was a little house.

"Gee Willikins!" exclaimed Sweetheart.

Hardly had he said it before the little wheel flew up, and away he went over the handle-bars, splash! into the lake.



Clear down to the bottom he went, and lay there. The water gurgled in his ears and crept in his eyes, wriggled up his nose and ran in his mouth and choked and strangled him, the fish swam up to him and rubbed their cold noses against him, and just as he thought he was drowning the black bear waded in and pulled him up and carried him over to the island.

"Humph," he growled, "I thought I had cured you, but I see I haven't. Come run in the house there, and stand before the fire and dry your clothes."

The poor, wet, miserable little boy was glad enough to obey.

The bright fire was so warm and genial that his spirits soon began to rise, and he raised his head and looked around the room.

Could he believe his eyes? It was his play-room. There was his little wheelbarrow, his red wagon, box of ten pins, old battered trumpet, the table, his rubber ball, and hanging by a nail to the side of the closet was his drum, and astraddle the drum was Jim. Now Jim was a black faced boy that cousin Maria had made for him. He wore a blue sailor suit trimmed with white braid and had a base ball cap. He was nearly as large as his owner, and for some time the only way mamma could make Sweetheart mind her was by threatening to take Jim for her baby. But it wasn't long before he got over his jealousy, and Jim became his boon companion, and he never had been more glad to see him than on this day.

"Gee Willikins!" he exclaimed, "dare's Jim," and forgetful of his promise and wet clothes he ran over to get him. As he reached up his arms the little black boy astraddle the drum said: "Go 'way frum heah, I's no Jim, I's neezer."

"What!" cried Sweetheart, aghast.

"Yes," said the figure, "I's no Jim, I's neezer, Ebenezer."

Before the astonished boy could say anything further, he heard a deep voice behind him growl out: "What's the matter here? Who put this fire out?"

Looking around Sweetheart saw the black bear gazing savagely at him.

"Who put this fire out?" he repeated.

"Deed, sir, I don't know," Sweetheart answered.

"Have you said 'Gee Willikins'?" asked the bear.

"Yes sir," timidly replied Sweetheart.

"That accounts for it," said the bear severely.

"Now, sir, that fire cannot be relighted until you are completely cured of saying 'Gee Willikins,' and hereafter whenever you say it the Ghost-of-the-fire will appear before you."

"Come on," he continued, "there is only one way to dry your clothes, and that is to hang you and them on the clothes line."

Taking Sweetheart by the hand he led him out in the yard, and lifting him up to the line he pinned him to it by the sleeves, and then left him hanging there.

The hot sun broiled down on his bare head, the yellow geese and the red ducks, the green geese and the blue ducks, the striped geese and the dotted ducks, and all the other queer fowls, swam up to the border of the yard and cackled and sissed and quacked at him; his little arms became so tired that he did not know what to do, and he felt so miserable generally that he began to cry and sob for mamma.

As the tears rolled down and fell on the bricks, they all began bouncing up and down like rubber balls.

Sweetheart was so utterly surprised at that, that before he could think he cried, "Gee Willikins."

Hardly had he done so before all the geese and ducks and other fowls began to wag their heads, flap their wings, cackle and quack, and beat the water at a tremendous rate; the bouncing tears bounced faster and faster and higher and higher, until they began to strike him on his legs, body, face and head, and they struck hard enough to hurt and he cried harder and harder, and the more tears he shed the more there were to bounce up and hit him. Oh, how he cried and called for mamma and papa and Theresa, his nurse, and promised he never, never would say "Gee Willikins" again.

Suddenly he saw a piece of smoke come slowly moving across the yard, until it was right in front of him, when it stopped.

A voice, which he recognized to be that of the black bear, said: "That is the Ghost-of-the-fire."

When Sweetheart looked at it again it scared him so that he stopped crying, for it had one great big flaming yellow eye and one great big blazing red eye, its nose was green and long and kept wriggling about like a snake, its mouth was blue and looked big enough to swallow him whole, and its ears were white and kept flapping like wings, in fact its whole body kept twisting and doubling and turning whilst it was before him.

"Now, little Sweetheart, which would you rather do, go and live with the Ghost-of-the-fire or go home and live with mamma?" asked the black bear, who had reappeared.

"Go home and live with mamma," humbly answered Sweetheart.

"Will you again promise never to say 'Gee Willikins'?" said the black bear.

"I need, indeed, sir, I will," replied Sweetheart.

"Well," said the black bear, "I will give you a trial. Now mind, if you ever say 'Gee Willikins' again, the Ghost-of-the-fire will come after you. Now, Ghost-of-the-fire, return to the chimney, and if you ever hear Sweetheart say 'Gee Willikins,' go after him immediately and bring him to me."

The Ghost-of-the-fire nodded its head, grinned and batted its eyes, then floated up to the top of the chimney and disappeared down it. Then the black bear unpinned Sweetheart from the clothes line and took him home, and to this day he has never said "Gee Willikins."

SECRETARY.

#### A POINTER FOR TOURISTS.

*Editor Bicycling World:* As you have lately printed quite a number of letters from people who want information about routes which are attractive for bicycle touring, I suggest to you the propriety of appending to future letters of that sort an editorial answer as follows:

"The desired facts can probably be had by paying two dollars to Karl Kron, for his 'Ten Thousand Miles on a Bicycle,' wherein nearly 3500 towns on touring routes are indexed. If you hate the idea of contributing so much money towards the \$13,000 which he has expended in publishing, for your benefit, a wheelmen's gazetteer of American roads, then send a postal-card request to him, at the University Building, Washington Square, New York, and receive a copy of the 150-page gift-book, which he mails gratuitously, and which exhibits the contents-table, general-index, and many newspaper opinions of his gazetteer."

For the five years, 1879 to 1883, I devoted a great amount of time to preparing "road information" to all who asked for it, either through your columns or in private letters to myself. The five years since then I have entirely devoted to compiling and publishing, in compact shape for reference, an enormous mass of such information, representing a great variety of touring routes in nearly all the States, and perhaps 20,000 miles of roadway altogether.

Until the prospective tourist has consulted the indexes of this elaborate cycling cyclopedia, with their 22,000 references, and assured himself that the routes he wants to know about are not mentioned in it, he ought not to ask others to wearily compile the facts "for nothing," nor ask you to print such facts, to the exclusion of matters which are more readable and more timely. KARL KRON.

The University Building, Washington Square, New York City, 19 March, 1889.

#### COMPARATIVE SPEED OF CYCLES.

THE following table, compiled from the Road Records Association of England, for 1888, will give an excellent idea of the comparative speed of the different types of machines:

|                     | 50 Miles. | 100 Miles. | 12 Hours. | 24 Hours. |
|---------------------|-----------|------------|-----------|-----------|
|                     |           |            | Miles.    | Miles.    |
| Ordinary bicycle, - | 2.57.47   | 6.48.14    | —         | 273       |
| Safety bicycle, -   | 2.47.36   | 6.20.26    | —         | 297       |
| Safety tandem, -    | 2.52.03   | —          | —         | —         |
| Tricycle, -         | 2.53.05   | 6.59.54    | 147       | 264       |
| Tricycle tandem, -  | 2.46.03   | 6.57.32    | —         | 298 1-2   |

To those who have always thought that the ordinary was the record making machine the above figures will prove "eye openers."

#### DEATH OF JOHN STOUT.

JOHN M. STOUT, the Star trick bicyclist, who resided at Ripley, Brown county, Ill., came to his death about four o'clock, March 15th, in an effort to beat his record for time between Ripley and Mt. Sterling. He had previously made the distance in one hour, and his attempt was to lower the time. The road was in fair condition, but spongy. He stopped at the residence of Mr. Means, about one and a half miles east of Mt. Sterling, and got a drink of water. Then he wrote on a sheet of paper (he being a deaf mute), that he was trying to beat the best time ever made, and was off. A few minutes later he was found about a mile east of Mt. Sterling, lying in the road, dead. His bicycle lay in the road about ten feet behind him. Both were lying across the road. Dr. Baxter reached the spot soon afterward, and upon examination gave it as his opinion that death was caused by a stroke of apoplexy. When Mr. Stout stopped at the Means residence he was covered with perspiration, and drank liberally of cold water. Some were of the opinion that death was caused by a broken neck.

The body was taken to Mt. Sterling and the relatives notified. Mr. Stout was married about six months ago to a lady bicyclist, also a deaf mute.

READ the testimonial of the Eastman Dry Plate Co., at head of the editorial column.







## IMPRESSIONS OF THE STANLEY SHOW.

BY CHAS. E. PRATT.

THE "Stanley Show," as all wheelmen know, and as most of the less fortunate balance of the world is getting to understand, has become an English institution. Promoted years ago by the Stanley Bicycle Club, it became really a great annual trade bazaar, for the exhibition of all sorts of vehicles propelled by foot or by hand, and of all sorts of parts from crude forgings to finished frames and saddles, and of all sorts of accessories or things that can be used with bicycles and tricycles, and of all sorts of publications relating to bicycles and tricycles. Every year when the first whisperings of spring trade or inquiry begin to be heard, all the inventors and mechanics, and small makers and large manufacturers, and dealers and exchangers, and publishers, hasten to exhibit their very latest and best and most attractive. Novelties are carefully held back and secreted for this revelation. All the new styles for the year are hastened into readiness for this first appearance. Here the parvenu in the trade, who has fitted up a back room where he may put together a few machines from parts bought of the supply makers, and the older experimenter, who has seen the trade drifting past his doors, both eagerly point out some divergence in type of machine, or some ingenious invention set off in nickel and enamel to beguile the new purchaser. Here the makers come to see every man what his neighbor is doing, and here the riders from everywhere, insatiable in their search for something easier and better to ride, come to examine the styles; and hither also comes the bicycling editor, and the wise special writer on the subject of bicycling, for his hints and such special inducements as may entice him for preparing his reports with such impartiality and truthfulness as all the circumstances may make expedient.

The exhibition of 1889, which has just closed, was held in the magnificently commodious Crystal Palace Building, just out of London. It was held there for the first time, I believe, was a large and successful exhibition, and a profitable one to all interested in its promotion. The show is still not merely nominally but in part practically under the auspices of the Stanley Club, as always, but that club takes no risks about it. A representative of the Crystal Palace Management informed me that the show had proved a profitable venture for them, indeed the most profitable part of their winter's business, and that they had secured the show for next year for the same place.

The bicycle and tricycle exhibit occupied more than half of the main Exhibition Hall and parts of two of the wings. The different exhibits were well arranged upon slightly raised platforms, or in specially built booths, mainly along the sides of two long aisles, intersected here and there by cross aisles. It was a pretty sight in the morning to stand near the centre of the magnificent building and look along the brilliant lines of machines, stretching so far that the remotest were scarcely distinguishable, or in the afternoon and evening to look over the vast crowds of visitors, when the machines were scarcely visible.

To the American who was not fortunate enough to be there, however, the chief interest is, of course, in what was exhibited. It required one day to see the exhibit generally, the following days were sufficient for examining the exhibits in detail. The visitor was first impressed with the lack of novelties. There were bicycles and tricycles and safeties and tandems, apparently without limit, but with a great deal of sameness in their construction; indeed the types and general construction of machines seem to be settled, and the differences are mostly in details. More sameness is to be expected in an English exhibit (and this, it is to be borne in mind, was an English show almost entirely, than would be found in an American exhibit in proportion to the number of exhibitors), because many of the English makers buy their parts of the same makers of unfinished parts, and can therefore exhibit their originality for the most part only in details of finish and a few special devices. The preponderance of safeties of the rear wheel chain driving variety was to be expected on account of the comparatively rapid rise of that type of machine into prominence last season. The greater number of machines of this class on exhibition were of the cross frame pattern, having a straight forked reach from the steering spindle to the rear axle, most resembling what is perhaps the machine most familiar to Americans, the Veloce Columbia, of 1888. The next larger number of these exhibits show diamond frames of the general form of the Victor Safety of last year, except its peculiar spring front fork. But the divergencies or new patterns for 1889 must, of course, be sought in the lesser number and the very latest machines shown by the different makers. These divergencies with the principal makers in respect to the frames of the safeties take their direction from the two types just mentioned in about equal proportions. Neither is retained just as it was last year. The cross frame becomes an arquebus frame, that is, the reach is not extended from the steering head to the rear axle direct, but the rear forked portion is divided, one

pair of tubes extending from the rear axle upward to near the seat rod, and the other pair extending downward to or near the crank shaft; connecting with a nearly vertical cross-tube, and from about the middle of that cross-tube the reach extends upward to the steering head, usually in the best exhibits with a tie or stay rod below or above the reach. In the new machines having modified diamond frames are seen mostly double nearly parallel tubes of smaller diameter, instead of the single large tubes, and a nearly vertical cross-tube or stay between the crank shaft and the seat support.

Other noticeable tendencies are those toward socket heads instead of center steering heads; a little rise in the position of the handles; a little more rearward position of the saddle, and more distance between the perpendiculars through the crank shaft and the saddle centre, and a smaller rear wheel. Great prevalence is noted in straight tubing instead of curved, and brazings are avoided wherever possible. The hammock seat, or "Kirk" seat, as it has been so long called in America, is coming into general use there, as also the wide grooved pedal bars. These two American notions having captivated the Englishman. The smaller rear wheel, and the placing of the saddle backward well over it, is acknowledged to be an attempt to solve the problem of a machine that will stand up on the greasy, smooth English streets; but it is not by the riders, or by the makers themselves, considered as otherwise than an experiment. The question is whether the increased jar and drag of the smaller wheel, sometimes made as small as 28 or even 26 inches will be compensated for by a less liability to skid out in quick turning. I know of no American roads where the same conditions prevail as on the London streets, for instance, with their smooth pavements, or their principal country roads with their smoothly rolled Telford or Macadam surfaces, always wet and covered with a greasy mud, where almost any kind of a machine will "sloo" sidewise, as the countrymen say, a little easier than it will go ahead. On our roads with drier but less even surfaces the kick and drag of these small wheeled machines must be about as agreeable as was the kick of the sixteen inch rear wheel, once thought "the thing" on the ordinary bicycle.

In spring frames or anti-vibration devices for Safeties there were two or three extreme exhibits where springs were shown at both ends of the frame, one where a pretty good, but not very graceful double parallel spring head was shown, but the best makers go very light on this idea, a few showing no anti-vibration devices at all, even in the best machines, but having a joint and an arm in each side of the front fork with a short coiled spring arranged in one form or another to relieve the vibration of the handle bars and the shock of obstructions to some extent.

In bicycles of the ordinary type there was very little noticeable except one thing—the "Rational Ordinary," as they call it there. This in its pronounced form is an ordinary bicycle, with 2 1-2 to 3 inch rake, and a 22-inch back wheel. That is to say, the tendency in bicycles proper is toward more rake and smaller front wheel and larger rear wheel. In connection with this it may be remarked that the getting of the pedals directly under the saddle is considered to have been carried to an extreme. The swimming attitude is found not to be so effective either for safety or for ease in propulsion.

In the bicycle proper four things have gone by the board, and are seen no more—front forks straight up, saddle chuck up to the head, sizes strained large, and minute rear wheel. These had their vogue for a little while abroad, as they did with the too-too riders in America; but our English cousins, finding that the safety doesn't solve the whole problem of all fun and no effort, are looking to the slowly evolved but nobler type of bicycle again, with good rake and a liberal back wheel, set their saddles a little further back, and find a lighter machine, a better position, more perfect control, freer hands, safety enough for the fairly alert, and more fun. The rear-driving safety got most of its go from the effort to find a machine that would stand up on a greasy roadway; but I heard both riders and makers predict more proportionate attention to the ordinary in future, except for the elderly and the weakly, than has been shown this last year.

In tricycles, as in safeties, the struggle is for reliable strength with lightness. The tendencies are to smaller drivers and larger steering wheels—wheels of nearly even size, and from 30 to 34 inches in diameter. The greater number are, of course, of the "Cripper" type, with guide wheel in middle front of machine, but a notable number of tricycles, shown as new 1889 style by the best makers, have a single rear driving wheel, like the safeties, and two guiding wheels abreast in front. Some of these have curved side handle-bars with open front, and some have the transverse handle-bar in front, "Cripper" style. There were also a few handsome tandem tricycles on this plan. This style seems to find much favor on account of two things—its open front capacity and its avoidance of that otherwise necessary inconvenience for both rider and maker, the balance gear.



Tandem tricycles and tandem safeties were found with most of the large exhibits, but with little real novelty. When you have seen the tricycle or the safety of a maker you know what his tandem is of either variety, because he maketh it the same in general pattern and in all possible details. The most noticeable thing about the very latest tandems is that they are heavier, that is, strengthened up, than last year, to make them endure the strains better.

Ladies' machines? Yes, there were ladies' machines, plenty of them in tricycles, but only two or three in safeties. Ladies do not ride safeties to any extent in England, nor is it believed that they will. The makers say that their trade is in tricycles for the fair; and with one or two exceptions, more for advertising reasons, the only venture in that direction is to make the tandem safeties with a free curved reach or removable brace in front, so that either a lady or a gentleman may ride on the front seat. I did find one tandem made for two ladies to ride, but that is recognized as too blooming absurd, you know.

#### THE WOODSTOCK (CANADA) A. A. ASSOCIATION.

This association will hold its sixth annual meet at its park May 24th next. The open events will consist of the following. The prizes will aggregate \$1000 in value. We are glad to note that the handicapper's services are to be generously used:

No. 3, one-mile, open; No. 4, five-mile, open, handicap; No. 5, half-mile, open, handicap; No. 6, one-mile, open, handicap; No. 8, one-mile, open, handicap, on safety machines; No. 9, one-mile, open, consolation.

#### LIST OF PRIZES.

For No. 3—First, a solid gold "stop" watch, value \$110; second, fine diamond sleeve buttons, value \$40; if 2.40 is beaten in this race a gold "split seconds" stop watch will be given for first prize, value \$165. For No. 4—First, a valuable diamond ring, value \$75; second prize, a valuable diamond pin, value \$30. For No. 5—First, amateur photo outfit, value \$35; second, split bamboo fish pole, value \$18. For No. 6—First, silver stop watch, value \$35; second, fine pearl opera glass, value \$14. For No. 8—First, double-barrel breech-loading shot gun, value \$35; second, gold headed cane, value \$14. For No. 9—First, combination diamond stud and scarf pin, value \$35; second, fine athlete's valise, value \$10. Also a bicycle club competition, open to the world; for largest and best representation—First prize, handsome secretary for club rooms; second, handsome silk banner.

Full programmes will be sent out shortly. Write for same to W. F. Wilson, Secretary W. A. A. A.

#### HARVARD BICYCLE CLUB RACES.

THE Harvard Bicycle Club will hold a race meet May 11, in honor of the tenth anniversary of its foundation. The prizes are to be valuable, about \$300 being divided among seven events. All the most prominent amateur racing men in America are expected to enter. The following will probably be the programme:

One-mile interscholastic scratch, open to members of I. S. A. A.

One-fourth-mile bicycle scratch, open to all amateurs.

One-mile safety bicycle handicap, 100 yards limit, open to all amateurs.

One-mile tandem safety bicycle scratch, open to amateurs.

Three-mile bicycle handicap (open), 350 yards limit.

One-mile bicycle, 3.20 class, open to members H. B. C.

One-mile bicycle lap race (open).

Entrance fee will be fifty cents for each event. There will be three prizes in each event. The handicapping will be done by the official League handicapper. Among the prizes are three Kodak cameras, Winchester repeating rifle, Winchester single shot rifle, a

sole leather travelling bag, a handsome brass standing lamp, a Smith & Wesson hammerless revolver, and a silver cup.

#### THE MAN WITH A WHEEL TO SELL.

His name is Legion, his brow is sad,  
His careworn looks their story tell;  
You *must* have met him, he's everywhere,  
—The man with the second-hand wheel to sell.

He button-holes you upon the street,  
(You must lose the button to get away);  
And your hair grows grey as he rambles on  
His endless story—which is to say—

"Do you know of anyone, wants a wheel?  
I'm going to sell—if I strike a trade,—  
You don't? Oh! Thunder! They all say that!  
—Not much use *my* trying, I'm afraid!

"But *mine*, you know, is in first-class trim  
I didn't ride much—it was not my size;—"  
(You remember he wore himself down to a spectre,  
Trying to gain a club mileage prize.)

"The tire don't show the least bit of wear,  
The finish is just as good as new;  
It cost me a hundred and forty-five,  
And I ought to get ninety, I think. Don't you?"

And thus and thusly, on and on,  
Past all endurance his story grows;  
(The monster, its easy enough to see  
No viscera of compassion knows.)

The tender care he has lavished on  
That wheel, to save it from dust or grease;  
Would lead one to think that it had been kept  
Under glass, on his parlor mantle-piece.

For aye and a day he talks and talks,  
Till at last, with man-slaughter in your eyes;  
You cut off the button and cut away  
And tell him to go—and advertise.

The dealer laughs him away in scorn,  
Then turns with a queer look in *his* eye,  
To his own little shop full of similar goods  
With never a soul to step up and buy.

So there's no relief for him (or ourselves)  
Till some new market for wrecks is found,  
—Some uncouth region, if such there be  
Where the safety craze has not yet got round.

Then the trade to this grave emergency,  
Should rise as a unit and boldly send;  
Its travelling men and their samples off  
To this work-a-day planet's farthest end.

Let them fresco in scarlet the pyramids,  
And cover the Andes with epigrams neat  
(Since the soul-less fathers of Boston town  
Have ordered them down from Beacon st.

There's an unsought field in Kamschatka, where  
The lordling lolls in his soft barouche;  
And there's plenty of room for displayed designs  
On the glaciers and crags of the Hindoo Koosh.

## THE KODAK CAMERA---FOR WHEELMEN.



Price, \$25.00.

THE operation of securing views with this camera consists simply of level-  
ing it at the object to be photographed, and **pressing a button.**

One Hundred instantaneous views may be made without reloading, and  
a **knowledge of photography is unnecessary.** The "Kodak" is but  
about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part  
of each outfit.

The "Kodak" is an article which **every wheelman should possess,**  
and secure, by its use a complete pictorial record of interesting scenes and in-  
cidents which no trip is without.

Send for copy of Kodak Primer, containing Kodak  
photograph.

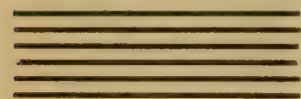
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**ROCHESTER, N. Y.**



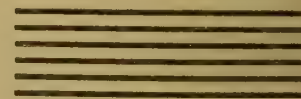
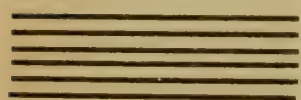
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Automatic Box.  
Address ADAMS & SONS, 150 Sand Street.  
BROOKLYN, N. Y.



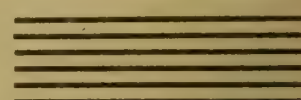
# THE VICTOR JUNIOR.



This is the one  
for the Boys.



It is one of the  
VICTORS!



38 to 50 inch, inclusive, 38 to 46 have  $\frac{3}{4}$  inch tires to front wheels and  $\frac{5}{8}$  to rear. 48 and 50 inch have  $\frac{7}{8}$  and  $\frac{3}{4}$  respectively. All have spade handles, Victor saddles, square rubber pedals, tangent spokes, compressed tires, adjustable steps, &c., &c.

Front fork and backbone are regular imported weldless tubing, both hubs and neck and spindle are steel forgings. Spokes, regular high grade stock, attached to the rim with nipples, same as in Victor Light Roadster. Rims, shallow section, crescent rolled steel. Bearings, balls to front wheel, cones to rear (Ball bearing rear wheel, \$5.00 extra), pedals parallel. (Regular ball pedals at an advance of \$6.00). Finished in black enamel with nickel trimmings. The prices are very low:

|                  |                  |                  |
|------------------|------------------|------------------|
| 38 inch, \$40.00 | 42 inch, \$45.00 | 46 inch, \$50.00 |
| 40 " 42.50       | 44 " 47.50       | 48 " 52.50       |
| 50 inch, \$55.00 |                  |                  |

**OVERMAN WHEEL CO.,**

**Makers of Victor Cycles,**

**BOSTON, MASS.**

ILLUSTRATED CATALOGUE FREE.



Let them decorate rocks on the plains of Ind.

With "ads." of their earlier, primitive styles;  
And forward their catalogues, (postage paid)  
To pedestrian Kings of the Cannibal Isles.

And if from this pest of obselete wheels,  
They once and forever would be set free;  
Let them build up a market in Labrador,  
For corks of the pattern of '73.

Who knows but these nations, properly worked,  
Might develop an army of startling cracks;  
To break all the records of our own land,  
(Should some Ducker arise there to build them tracks.)

And there those pestilent, squabbling souls,  
The iron-clad, amateur argument men,  
Might go in a body; and settling down,  
Argue their arguments over again.

But.—to drift back again to our sorrowful friend,  
(Whose sorrows won't cease till this come to pass);  
I've met him *again*,—just a moment ago,  
—He winked at me out of the looking-glass!

PEDALS.

#### ANOTHER SOUTHERN OUTRAGE.

##### A RAID ON A BICYCLE CLUB POKER GANG.

SUNDAY morning, March 9th, at 1 A. M., Capt. Frank R. Steele, L. B. Enslow and Alex. H. Myer, members of the Old Dominion Wheelmen, of Richmond, Va., armed with stout sticks, noiselessly crept to the second floor of the Club House on North Second Street, from the rear room of which muffled exclamations of "I'll see you"—"I'll raise you"—"Look a-here, Sam Johnson, no monkeying"—"I've got three Jacks"—&c., were heard.

With one bang of six fists and the combined weight of the three bodies of the aforesaid club members, the door to the said room burst open with a crash. Instantly all was confusion, and loud were the oaths of the fleeing negro poker players, the rattling of scattered and hastily thrown down chips. The window was opened, and the "colored gentlemen" beat a hasty retreat via that opening. Then came sounds of swiftly shuffling footsteps from the alley below, and sounds of scrambling over the back fence were heard, and then a dead silence.

But one "sport" remained, to tell the tale. Lo! the poor janitor!—who, acting as room-keeper, steered the gang, received the moment, but, alas! too old to play, had fallen asleep, and was awakened too late to escape. He now wants a bondsman, and the O. D. W. are looking for a janitor.

This was the "first run" of theseason for the O. D. W., and the few members participating enjoyed it hugely. Can any other club offer a more novel introduction run?

GYP.

#### A TRIP AWHEEL TO LICK OBSERVATORY VIA SAN JOSE, CAL.

BY H. ALLEN MATHEWS.

WITH a day or two here and there I have managed to push my "Columbia" about three and one half thousand miles over roads within a radius of 100 miles of San Francisco and am thoroughly acquainted with the country from Ukiah (Mendocino Co.) on the North, to Lick Observatory and San Jose (Santa Clara Co.) on the South, from Stockton, French Camp and Tracy (San Joaquin Co.) on the East, to Pacific Ocean on the West. The hardest yet most enjoyable, interesting and instructive trip I have found within this territory is to Lick Observatory, via San Jose and return from Brooklyn, 146 miles for the round trip. It is my intention to describe this trip taken last

Let us now start with our cyclist, who left Brooklyn about 3 o'clock on a Saturday afternoon, with the intention of reaching San Jose in the evening and before midnight.

The road and scenery as far as Haywards will not be described, as all are well acquainted with it, if they have read the many descriptions.

From Haywards to Mt. Eden (3.75 miles) the road and scenery was decidedly uninteresting. The former being full of ruts and the latter consisting of bare fields. He then enjoyed a two mile ride of fair road reaching the well known Alvarado Bridge, which is about one mile long. This bridge is decidedly rougher than the bassalt rock surface of the Market street cable track, in San Francisco Co.

Riding off the south end of this bridge our cyclist landed about the centre of the town of Alvarado and thence over a well kept and graveled road, leading for 5.90 miles between prosperous farms and orchards to Centreville. The surrounding country as seen from this road towards the South is flat as far as the Eastern Slope of the Santa Cruz Mountains (30 miles away) and is also level towards the east for nearly two miles. Then arising abruptly is a ridge of foot hills surmounted by several peaks. The most prominent is Mission Peak. Situated at the eastern foot of this peak is Mission San Jose, containing as a relic of early California missionary days, a few adobe houses. To the west and seaward several small islands can be seen. Once a ride of two miles, over marsh lands, brought a party of cyclers there, their object being to visit the oyster beds and taste a few of the oysters. At the same time a mile further of similar riding brought them to the Salt Works. These are located a few miles further to the south and nearer Newark.

Our cyclist reached Centreville about 5.15 and decided to stop there for supper. It was probably about 7.30 in the evening and about an hour after dark before he was again in the saddle. He then passed through Irvington (formerly Washington Corners) then Harrisburg, also known as Warm Springs. This, by the way, is a peculiar town; it contains one house, which serves as a hotel, post, express and public telephone office, saloon (and possibly a church and Court House when necessity arises. Thence the road led him to Milpitas and following came one or two half way houses. Of course he did not see these owing to the darkness but knew of their existence having seen them by daylight. San Jose came in sight about 10 o'clock and the St. James Hotel (the League Hotel) a few minutes later. After partaking of light refreshments and leaving orders with the night clerk to be called at four o'clock in the morning, our tourist retired to slumber and rest, and thus prepare for the morrow's trip of 100 miles.

Sunday morning did not dawn "the sun bright and promises for" etc., as most accounts of cycling trips read, but a heavy San Jose fog pervaded the atmosphere, when our cyclist mounted his wheel at the door of the St. James Hotel at five o'clock. This raised his joy and satisfaction too 500 degrees above zero, as 26.90 miles of mountain riding in the sun would have been anything but pleasant. From St. James Hotel he rode down N. First street and turned east to Santa Clara avenue which led him for two miles between the handsomest residences and flower gardens of the "Garden City." The next two miles of the avenue is slightly "tilted," (Anglise, "hilly") with waving fields of grain on either side. This brought him to Lick avenue and a walk of .70 of a mile, up a grade varying from 4 to 6 feet in 100, brought him to the Junction House. He prepared to be climaxed by placing his coat on the handle bar of his bicycle, and from dire necessity he attempted riding and walking for the next 5.90 miles to First Summit.

Thus far the road was excellent, being equal to any park driveway. The grade averaged four feet rise in 100, a slight grade, but decidedly tiresome to a cyclist when there is much of it. At the summit he stopped and viewed his surroundings. Santa Clara valley was spread before him like a panorama, in shape resembled a horse-shoe, with the open end towards the north. On the west side are the Santa Cruz Mountains. The south and east side being marked by low foot-hills and marsh-lands of San Francisco Bay, on the north. The town of San Jose reposed peacefully about the centre of the valley and Santa Clara about 3.85 miles further to the west. After drinking in the scene, our cyclist faced east and proceeding on his way, following the road (now adobe and mixed with a few rocks) down a canon having a grade of 4 feet in 100, to Hall's valley and foot of grade.

The east side of the canon is a treeless, bare and rocky slope, with here and there a tuft of grass. The west side is covered with trees and shrubbery: a decidedly peculiar freak of nature. This is caused by the western slope being protected from the winds which quite frequently blow here at the rate of 35 miles an hour and during storms reach a velocity equal to 65, and even as high as 80 miles within the hour. The eastern slope receiving full benefit. This same "freak" may be seen at Whites Hill (Marin Co.).

From First Summit is a fine "coast" of 1.30 miles, to foot of



JAMES LICK

July, as briefly as possible, using instead of "I" the two words "Our Cyclist."



## Send to WARWICK CYCLE MFG. CO., Springfield, Mass., for Catalogue.

grade. Then began a climb of 3.50 miles to Second Summit. This last four miles is macadamised with red rock, same as the drives of Golden Gate Park. Our cyclist leaned his wheel against Smith's Creek Hotel at 8.30 sharp, having consumed 3 1-2 hours in covering 18.70 miles, having walked and ridden up grade 11.20 miles, riding without a dismount the remaining 7.50. He stopped at Smith's about an hour, took a walk up the creek, tested the temperature of the water by taking a swim a la New York news boy style, which performance decidedly freshened him up. Returning, he sat on the hotel veranda and viewed the Observatory, one mile away via air line, two by trail and 7.20 by road.

*To be continued.*

### KAUGHT WITH A KODAK.

(BY C. E. EDWARDS.)

ONE of the adjuncts to a wheelman's outfit is a small photographic camera. How often does the pedestrian, in his rounds, come upon some scene that is amusing or interesting, that makes him wish for the pencil of an artist in order to perpetuate it by transferring it to paper. The wheelman, more than any other traveler, finds these odd things that entertain the tourist, and to him they are most interesting souvenirs of his trips. The amateur camera, therefore, becomes a part of the necessary impedimenta to the man or woman who keeps a "log-book" of the travels of the wheel. Not only does the diary bring back the incidents of the ramble over hill and dale, but the fleeting scenes have been caught and are speaking witnesses testifying to the pleasant hours on the cycle.

Do you see a beautiful bit of scenery, a pressed button, and its image is yours forever; do you find something interesting in animal life, you catch the shadow and it is immortalized; perchance some mother is seen in the act of chastising her unruly boy, and the negative will send her down the hill of time recorded as following the precept of Solomon; some persistently objectionable small boy has endeavored to make a portion of your life a burden, and you catch the fleeting likeness to an imp and hold him up as an example of total depravity; another small specimen of humanity has probably met with a swift retribution for his meanness, and his ghastly remains are vividly shown as a warning to all coming generations; does the bucolic native stand in gaping amazement at the new Centaur an instant, and the yawning chasm of astonishment is transfixed with the sun's rays, and it goes out to the world as a species of humanity; some road hog, who by the purchase of a horse imagines that he thereby becomes the owner of the road, makes himself particularly obnoxious to the members of the magic circle, and his countenance adorns the rogue's gallery, showing that one more man is to be shunned by respectable people.

This list could be indefinitely prolonged by also showing the pleasant things in life that go to make up the sum of happiness that enlivens the cyclist's ride. There are sly glances from fair young girls who never dreamed that the sun picture of that killing look is filed away in the archives of the club, and is a source of pleasure to the elect who are entitled to wander in the sacred precincts; again, two fond lovers may imagine that no human eye beholds the sacred kiss, but the soft rubber tire has allowed the approach of the camera-bearing wheelman, and alas! they have been mirrored in that truthful instrument, and all the local wheelmen know of their love.

The grinning school-boy recognizes his legitimate prey and stoops for a stick or a stone with which he intends to shy at the passing wheel.

Here is another who finds the pleasure of adorning the caudle appendage of a stray cur with a tin medal second to that of yelling at the wheelman, and the dog thus has a brief respite from torture.

A "little German band" discourses music for pennies and at the same time adds to the stock of subjects of the photographer.

Here a descendant of the patriarchal ancestors has a "gray" in his clutches, and will doubtless sell him a new coat that "fits like the paper on the wall" before the wheelmen have finished their ride.

There a fond mother is seen administering a needed correction to an erring offspring, while his howls send a thrill of fiendish glee through the souls of the cyclists, who congregate to enjoy the pleasure of "getting over."

The first-born does not fare so well as does the little one caught in this window, who is held up by the young mother to see the glittering wheels spin by and then turns to be kissed for the cute manner in which the unwonted sight has been received.

But it is not only babies that are seen in windows, and many a

curtain only half conceals the form of some one who has expected the draperies of the pane to keep off the gaze of the passer while a glance is taken at the riders.

A particularly refreshing glass of milk has satisfied the cyclist at a farm-house, and the grateful man has taken the picture of the animal that furnished the lacteal fluid.

Here on a pleasant knoll is found a number of brother wheelmen who have ended a run with apples, cider, and colic, and the group is taken to be placed on the roll of honor with the other more interesting features of the trip.

A short stop by the wayside brings us many curious people, and a relic of slavery's days is very inquisitive in his examination of the wheel. Thus the two extremes are brought together, and the camera binds barbarism with civilization by one touch of the magic button.

Yonder howls a youthful scion of the old African, who is filled with terror at the bicycle, or the rider, and a fleeting expression is caught and saved for posterity.

The usually stolid descendant of Confucius unbends, and his slant-eyed countenance with its reflectant astonishment is transferred to the sensitive paper ere he is aware that he is noticed. Thus it goes, and in just one hour's ride a most delightful series of pictures is taken and the party is ready to disband, when a roguish maid casts a glance that caused the camera-bearer to tremble to such an extent that he barely retains sufficient nerve to press the button and save his record by adding the last and best picture to the gallery. The foregoing is a sample of what may be found during a short ride in the city by one who keeps his eyes open, and is indicative of what may be found if the wheelman takes a tour through the country in the highways and byways where the face of nature takes on another aspect and the stereotyped types of city life are unknown.

The little things of life are those which go to make up the sum of it, and the little pleasures are the ones that we have every day, these little pleasures are the ones that are found by looking for the bright and amusing things that are always happening, and the cyclist with his camera thus adds to his enjoyment of life, while those who sneer at his "boyishness" are traveling along in the same old rut and seeing only the yellow tinge to everything that is painted by their own jaundice.

### EXPLANATION.

By means most vividly impressed on our mind, the following remarkable manuscript fell into our hands, and we propose to print it just as we found it; but to spare our readers' feelings, we shall dole it out in small instalments. That the author will never call to reclaim the manuscript we feel pretty well satisfied, as at the time he left the papers he had just negotiated the loan of a V from us, and we rather think that the forgetting to take away these papers was largely due to a paralyzing surprise at being successful in securing the loan.

We hope Mr. Bellamy will not imagine that these feeble scribbles are any plagiarism on his "Looking Back," so we give them as curiosities, and as showing to what extent imagination will carry a man. The idea that seems to possess this dreamer is that the whole economy of life is changed by the introduction of the cycle, all of which will appear from time to time as we print the series of "talks."

We especially ask our readers to note the dates on which these articles are supposed to be written. For want of a better name, we shall call the series

### TALKS BY THE TUTOR.—NO. 1.

None will gainsay but that your venerable and much to be commended father showed great good sense and judgment, my dear Lucullus, in placing your tender young mind under my fostering care, to so compass and mould same that you may meet and battle successfully with the difficulties of this cycle-a-day world.

That my capacity to teach you from my vast store of knowledge and unlimited experience will prove a boon and a blessing to you, I have no doubt, providing, of course, that you show the proper quality of humility, modesty and tractability. These traits are indeed to be cherished in young and old alike, and from my earliest childhood my estimable *pater* graciously instilled the beauties of modesty into my infantile mind, until this virtue became a part of me, and to this very hour is the ruling force of all my actions.

My method of instruction will not consist in dry homilies and lectures, delivered within the four walls of close, stuffy schools, as was the custom fifty years ago, but will rather be by means of in-



# NEW MAIL.

Three Unsolicited Letters Just Received.

From F. D. ELWELL,  
Champion of Pacific Coast.

SAN FRANCISCO, CAL., Feb. 19, 1889.  
DEAR SIR:

I desire to express my appreciation of the 56 inch New Mail bicycle purchased four months ago.

The great rigidity and easy steering of the Trigwell Ball Head is a pleasant relief after years of experience with the ordinary cone.

Since receiving the New Mail, I have won from scratch all races in which I have competed, and am more than pleased with its easy running qualities. I truly believe it is the best all-round bicycle manufactured.

F. D. ELWELL,  
Champion Cal. Div. L. A. W., 1888.

PROVIDENCE, March 7th, 1889.  
MESSRS. WM. READ & SON., Boston, Mass.:  
Gentlemen—Kindly send me your bicycle catalogue for '89.

The 58-inch "New Mail" purchased of you last year has given perfect satisfaction. I have tested it in all possible ways, and it gives me pleasure to report that it is the *best* mount I ever had, having been a wheelman for a period of twelve years.

Last season I did the most wheeling of any previous year, the greater part of it being over rough country roads, and not one cent did I expend for repairs; the machine is now apparently as good as new.

Considering the size of my wheel and my weight (168 pounds), too much cannot be said in praise of the "New Mail."

Yours truly, F. N. MACLEOD.

SPRINGFIELD, Illinois, March 12, 1889.  
MESSRS. WM. READ & SON, Boston, Mass.:

Gentlemen—Please send '89 catalogue. I am happy to say that my wheel (52-inch New Mail) appears to be faultless. Since I bought it new, last June, I have ridden it every week, and almost every day, in all kinds of weather and over all kinds of roads. In this time I have adjusted the head *once*, and oiled it *only three times*, more on general principles than because it needed it. I must have ridden it very nearly, if not quite, 1000 miles, and now it runs as smoothly and noiselessly as when I first got it. This record is duplicated only by another wheel here, and it is a 54-inch New Mail. While I ride a bicycle I want no other than a New Mail.

Yours respectfully,  
A. A. BILLINGSBY.

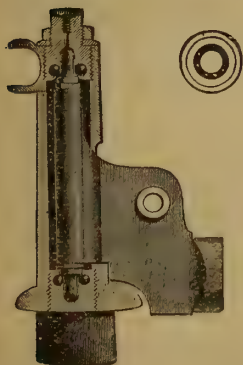
An American Wheel, made at Chicopee, Mass.

 **ALL STEEL FORGINGS.**

DON'T FAIL to send for Catalogue of

**NEW MAIL CYCLES,**

describing fully their specialties.



**Trigwell Ball Head.**

1000 miles without oiling or adjusting. Perfect Rigidity and Uniformity of Steering. Greatest Improvement. Obviates Sensitiveness in Steering. Specially adapted to a Safety.

No other has the Trigwell.



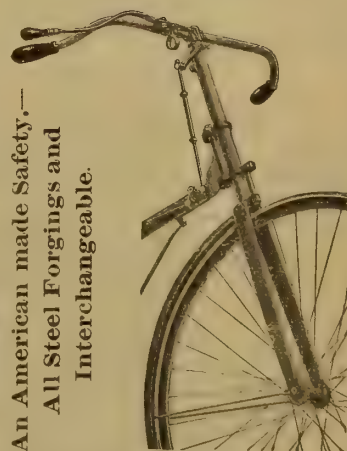
**Lapped Inside**

No Seam Outside.  
Thickened Metal at Bottom.

**GREAT STRENGTH.**



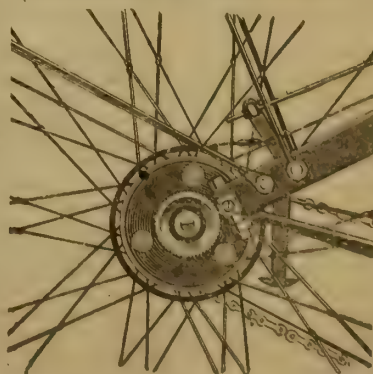
**Spring Fork**—a direct vertical spring. No yielding of spring sideways, for such throws the rider one side, and causes front wheel to swerve. Excessive spring also is a disadvantage—ours does not interfere with full power for propulsion, as in hill work. Address



An American made Safety.—  
All Steel Forgings and  
Interchangeable.

**PERFECTLY STRAIGHT FORK.**

Best shape to avoid sensitiveness of steering. Front wheel less liable to a sudden turn or swerve.



**Rear Axle Band Brake.**

The place for a Brake—out of the mud and noiseless.

**WM. READ & SONS, - - 107 Washington Street, BOSTON.**



## COLUMBIA 'CYCLES. Weed Sewing Machine Co., Hartford,

GENERAL AGENTS FOR CONNECTICUT.

AGENTS WANTED IN UNOCCUPIED TERRITORY.

formal talks and chats, held under God's blue canopy, and in company with nature herself; so that while your ear drinks in the words I shall utter, your nostrils can inhale the pure oxygen of the life-laden, unconfined atmosphere.

Even though the whole end and aim of humanity has, during the past half century, focussed on cycling, yet, not to cloy your tender intellect, I shall occasionally digress, and give you a taste of other mind food, never forgetting, however, that cycling is the Alpha and Omega of the present generation of happy mortals.

It will not be the purpose of my conversation to enlarge unduly on the circumstances which have led to the present happy state of affairs. Much blood and much more good writing fluid have been spilled in order that we might reach this Utopian condition of existence. It is now over fifty-five years since the close of the last war in which actual guns and bullets were used to prove that the "other fellows" were in the wrong. This dire event is, however, a matter on which you can gather facts from the excellent text-book of the present day. [The venerable Demetrius evidently refers to the German-American-Samoan dispute. These islands, of course the reader knows, are now known as the "Acme Air" Islands; the Acme Air Cushion Fork Co. having purchased, and are now occupying the entire territory, in the manufacture of the celebrated air cushion fork of that name.—ED.]

Yes indeed, my son, the bayonet and sword have been turned into spokes, and the steel-armored vessels of the olden days are broken up, and the material is now doing duty as back-bones, rims, and other parts of millions of cycles.

Instead of killing each other nowadays, men and nations settle disputes by a competition exhibition of cycles, and the overwhelming victory of the United States of North and South America lately achieved over Great Britain, in one of their bloodless but instructive engagements, is one of the most remarkable events of modern history.

Let our discourse for this day now close, my son, and as we are some seventy-five miles from home, and it is within half an hour of dinner, let us mount our cycles and return at once, so that we need not use unseemly haste.

(To be continued.)

## AN ARTIST ABROAD.

"An Artist Abroad," as he is called, has succumbed to the intense pressure of his profession. His wheel, or wheels, or in short his tricycle, reposes some twenty-five or thirty miles away, in the depths of the Forêt de Rambouillet. It rests, and rusts and grows grimy in the small but ancient town of St. Lign, some four miles from the old feudal town of Montfort, the birthplace, I believe, of the famous Simon de Montfort. If the tri. is proud of reposing so near the remains of this feudal fiend or not we will not take upon ourselves to say, but we have not the slightest doubt that it continues to rust all the same, and by this time has taken upon itself a beautiful tint of red that will cause the aforesaid "Artist Abroad" some hours of muscular amusement in the spring. But a sojourn of three years amongst the Bohemians of Paris, has given to him the divine power of taking things easy, and therefore he plugs away at his tableaux in the great city of the world, with scarcely a thought of his valiant steed thus slowly dissolving in the depths of a historical forest.

Alas! so are the old loves and friendships of this life cast aside, and left to pine away in solitude while we revel in the pleasures of the new. Malheur! If we could honestly do so we would be excessively delighted to write, for our friends, the readers of the WORLD, a long, eventful and exciting account of a trip down into Auvergne and Brittany, or perhaps even as far as Egypt.

For instance, "A Trip up the Nile on a Tricycle" would have the casket of elegance that would at once sell several editions of the WORLD outside the subscribers. But to tell the truth we have not the courage to tackle it, even if we thought it permissible to suppose that a recorder of truths like the WORLD would publish such a work of fiction. What a pity! How we could pile on the hairbreadth escapes: A race for life, chased by a camel—ten miles across the desert, and up to our hubs—a view of the Pyramids by moonlight—fight with a lion, with no weapon but a pocket wrench: why, we could fill three or four numbers with this one incident alone.

How in the depths of the silent desert (somewhere about 2.35 A. M.) we were startled from a deep and heavy slumber (weighing somewhere in the neighborhood of several liters of koumeiss) by a roar that caused the spokes of our quadrants, of course, to twang like guitar strings. How two balls of fire shone in the Egyptian darkness; how we sprang from our Arabian rugs and retired behind our wheels; how there was a movement as if the night itself were leaping upon us, and, amidst clouds of dust, descended upon our valiant steeds; how he (the lion, not the night) got tangled in the iron web and rolled with it several leagues, while we calmly pounded poles in his noble cranium with the point of our pocket-wrench; how, when all was still again, and the dust had settled once more onto the peaceful bosom of the earth, we stood with one foot on the quivering carcass of the king of beasts, waving our wrench, dripping with blood, in the air and shouting, "*sic semper tyrannis*." Then we could go into a lengthy description of our wheels, recounting minutely (to make it last through several numbers) the curves of the rims, the parabolic line of the steerer, the spider-leg appearance of the spokes, etc., etc.

You see by this what we might do, what a Victor Hugoist novelette we might produce for the edification of the readers of the WORLD, provided we were not born of poor but honest parents. But, as it is, we resignedly chain up our imagination, and while it is growling within will calmly write about Paris and the life here.

There is little of the bicycle enters into it. A safety or a tricycle now and then passes along the Boulevard Mt. Parnasse, through the quarter, or if we walk down towards the Invalides we see numerous little boys, on ancient mounts, following each other in the form of an endless chain around and around a church, which, fortunately, has a fine concrete laid all about it.

But usually our walks are in the direction of the Louvre, where we go to see how some old fellow painted an eye, or composed his light and shade, or constructed a figure; where we go to fill ourselves with the divine fire of an artistic age in this practical century of iron towns and electric lights.

We fully appreciate iron towns and electric lights, but what a pity there are not painters like Titian and Valasquez and Rembrandt for the electric lights to shine upon and to climb up the iron towers. But in lieu of Rembrandt, Valasquez and Titian, we have some thousands of students made glorious on the Grand Boulevard and in the dance halls by these same electric lights, and who watch with enthusiastic eyes the prodigious growth of the iron tower.

Two hundred and fifty meters already rise above the banks of the Seine, and the remaining fifty are fast growing.

This enormous skeleton of iron, cried at, hooted at, petitioned against by the art-loving Parisians, rises in its dignity and demands attention.

We cannot argue or reason about it. Every form of reasoning goes conclusively to prove that the thing is inartistic in the extreme. When one thinks of St. Peter's or Notre Dame, or the cathedral at Chartres or Milan, why it is a beastly piece of terrible work. A railroad bridge set up on end. But just stand five minutes before it, and the cathedrals, and St. Peter's even, sort of melt away in your mind.

There is something vital and nervous and modern about the whole thing that strikes at once the feelings of this electric-motor century.

We do not know if it will be possible to give an impression of this strange building in words.

It is a gigantic iron skeleton that sweeps up from the ground in four powerful curves and mounts up and away in converging straight lines until it is lost in the fog. Its massive iron beams seem to grow from the earth and as they rise are laced together by threads of iron that soon lose themselves in a general gray tone and all is swallowed up by the mist.

It is nearly dark and you stand there wondering at the immensity of the whole thing and mentally fixing on a point in the gray atmosphere which may be the end. Suddenly a flash of light attracts your attention away above the imaginary point you had fixed upon—instantly it is dissolved into a little star like that from a sky-rocket but remaining stationary. It is the light from a workman's forge and grows in brilliancy, and by its aid you discover the long arm of a derrick or the end of an improvised truss.

You are naturally enthusiastic at once—it is already beyond your imagination and you forget that under a glaring noon-day sun it is simply a great and practical piece of iron construction used hereto-



fore for spanning chasms and connecting the banks of impassible streams. Everywhere it is the iron tower. One can see it from almost every part of Paris and when the original is out of sight there are reproductions of it in bronze, macaroni, straw, tape, spools of cotton or silk, glass and every other conceivable substance.

Men sell official drawings of it for 20 centimes—crowds of people go to watch its growth from the Trocadero where numerous telescopes are arranged with little money boxes placed conveniently at hand marked in big numbers, 10 centimes. It is in part the centre of attraction past and present, and will be, possibly, the key note of the exposition of 1889.

Although it is not a thing of beauty we hope it will be a joy forever.

*To be continued.*

#### IN FAVOR OF MIXING ORDINARY AND SAFETY IN RACES.

*Editor Bicycling World:* I would like to put in a few words concerning the competition of the "dwarf safety" in same races with the "ordinary."

Some men are so constituted that they can or will get more speed out of a safety, and why should they be deprived of taking advantage of this fact? A man who is powerful but cannot acquire the fast pedalling (through lack of nervous force) necessary for the ordinary, finds in the safety, and by the aid of gearing, that he can accomplish a given distance as fast or faster than he could on the ordinary. On the other hand, a man with less strength but with greater nervous action, has no need of the safety. Still others are deterred through fear (and this one fact has kept more than one man from being a fast rider) from putting all their power to the test on an ordinary; the safety gives them a chance with others.

I believe the greatest objection to the safety lies in the supposed or real element of danger. In 1885, Messrs Englehardt and Allard rode safeties in some of the open events at Springfield. There were no accidents caused by them, and I heard no complaints against their riding. Very true they rode "Kangaroos" but they were dwarfs. At the same meet, one of the worst racing accidents occurred through the carelessness of a rider of an ordinary; and I think you will find that a large majority of mishaps are caused by these two faults, common to most racing men: *riding up too close*, and *looking around*. When Mr. Van Sicklen and others were injured at Buffalo, last Fall, the rider preceding them was *looking around*. A bad spill at the Berkeley races, in October, was caused by a man *looking around* and, if you go right through the list, you will find it was the rider, not the wheel, at fault. I believe a man can learn to hold a safety as stiff as an ordinary. I failed to see any "wobbling" or bad riding by Fred Allard, last Fall, and I will take him as an example in support of my first argument. On an ordinary he could never get nearer, to scratch, than the 60 yard mark; on a safety, he has made as fast time as the best. I doubt if S. G. Whittaker can ride an ordinary in 2.31, or anywhere near it. If these men and others can do better with the safety, why should they not be allowed to use them? In other sports, competitors use *best and best* implements: why not in 'cycling? If it is the fault of the rider that causes an accident, why not rule *him* out, or suspend *him* instead of attributing it to the machine? Yours,

H. S. CORNISH.

March 23, 1889.

#### MR. WORDEN ON THE RACING QUESTION.

*Editor Bicycling World:* In regard to improving track racing would state that the only way to interest the public is to give handicap and heat races. I must, however, differ with your correspondent, Mr. Corcoran, who thinks a 150 yard handicap is enough for any man in a one mile race. In England, where they had races before we had learned to ride, the handicapper gives starts as high as 250 yards or more to the mile. A 3.10 man would have no chance with a 150 yard handicap, with a 2.40 man on the scratch. Now that the Racing Board has wisely appointed district handicappers, it should take but a few race meetings before the handicappers should be able to place the competitors where they belong.

Heat races should be 1-4 or 1-2 mile, six men in each heat, first and second in final; or if a large number of heats are necessary, only winner in final and second man in fastest heat. If there are few or no other events to be decided, a heat for second men may be run, winner in final; but if there are more races, they should not be called upon to run this heat.

Open races should be 1-4, 1-2, and 1 mile. The one mile would probably be a "waiting race" until the last quarter; but as it would take only three minutes to decide it, the patience of the audience would not be very severely taxed. And first-class men cannot be expected to enter every race on a day's programme with the intention of running themselves all out in every event.

Long races, no matter who the competitors are, bore the public. Take, for example, the ten mile race at Buffalo. Considering the condition of the track and the wind, the race was ridden in good time; yet the public, until the bell rang, were looking everywhere but at the contestants.

The idea another of your correspondents, Mr. R. H. Davis, advances in regard to having men do "donkey work," would say that this may work O. K. in professional events where two or more men work as a team, but it will never work in amateur events. The "small fry," as he designates them, may not be able to do 3 minutes, yet may think as much of being defeated as a first-class man would. Take four men, two being 2.40 men and the others 3 minute men; both 3 minute men afraid of each other, will either of the 3 minute men, having in mind the fact that one man must be 100 yards better in a mile to be able to get away from another, set the pace for all he is worth and pull the "cracks" around? I should say not.

Regarding racing rules. I think the L. A. W. rules, as amended superior to the rules of the A. C. U. These rules show careful study and conscientious work on the part of the board.

I notice Rule 13; "Safety bicycles shall not be ridden in ordinary bicycle races." This must meet the hearty approval of every racing man, as the line of demarcation cannot be too sharply drawn, yet I trust it is not intended to bar safeties from bicycles championships. It is true the Racing Board has established safety championships, yet to bar any machine from a championship at once impairs the openness of the event. I would suggest that the Racing Board run safety championships at the same distances, time and place as ordinary championships, running safety heats after the ordinary heats, then the openness of the events could not be questioned.

I notice Rule 32 is amended to read: "A team shall be limited to three riders, each of whom must be a member of the club entering the team, and a resident of the city where the club has its headquarters." The object of the Racing Board in framing this rule was probably to prevent three "cracks" from different sections of the country, entering in the name of some club and winning the prizes. Would not a rule stating that a man must be an active member of the club from which he enters for one year before the race was run, have had the same effect? The rule as it now reads is manifestly unjust. As a suppositious case: "A," living in Boston, belongs to both the Manhattan Athletic Club of New York, and the Lynn Cycle Club of Lynn, Mass., and numerous other organizations, and has paid his dues in each for years; yet if either of these clubs wishes him to represent them on the track he could not do so, his residence being in Boston.

Trusting that the managers of this year's race meetings will give us plenty of handicap, heat and novice races, and few open events over a mile long, and that their efforts may be appreciated by the public so that their coffers will be filled to overflowing, I remain,

Yours very truly,

G. MINTURN WORDEN.

#### HOW TO LAY A TRACK.

*(Continued.)*

*The second layer.*—Having well rammed down and given your heavy basis a little time to settle, and having had the roller over it—a steam roller if it can be hired—the next point will be your second layer. This should consist of smaller rubble of the same kind, no *unbroken* stones to be used; whereas your first basis rubble may have measured a foot cube, nothing should now be used larger than four inches cube. The first layer of this should be preceded by a good sifting of gravel, rough cinders, or small broken shingle or clinker into the interstices of layer No. 1, and then the smaller material of layer No. 2 should be put down and *well rammed*, the effort being made all through to get the rubble solidly impacted. Half bricks and similar stuff may be used. This layer should be of varying thickness; if layer No. 1 is very thick, layer No. 2 may not be very heavy; if the base is sound, and layer No. 1 thin, layer No. 2 may be a bit thicker to fill up. Layer No. 1 should have been so arranged as to provide the necessary bevelling or banking, and layer No. 2 should be of an even thickness all over.

*The board edge.*—A board edge is a great point in a track's favor; it gives a base for accurate measurement, and if the boards are properly chosen and well pitched before being put down, they will last a long time. The board edge should be set in before the last two or three inches of layer No. 2 are put down.

*The third layer.*—Layer No. 3 should consist of the rough siftings from the gravel, the coarser fragments will be sifted out and laid over layer No. 2. In any case some finer rubble must be used, the first layer being raked and brushed to and fro over layer No. 2 to fill up the interstices. Layer No. 3 is usually of but slight







thickness, and is rammed, raked and rolled until it presents a good even surface. If it can be left to the weather for a bit it will now be better for the track, and the constant use of a heavy roller will be of material service.

*The surface.*—Although this is to the eye the main point of a track, it is in effect far less important than the base, as the surface can be, comparatively speaking, easily changed, whilst the base is permanent. The material of the surface will depend on circumstances and surroundings. *Finely* sifted blue gravel makes the best surface, and it must be dusted over the surface thinly, each layer being well rolled down before another coating is put on. The finishing coat should be sifted through the finest kind of a sieve. Should a track drain with great rapidity on a sandy or shingly sub-soil, burnt clay may be used with care; if, on the other hand, the wet is held, cinders and unburnt coal dust will be found preferable.

*The banking.*—Tracks made especially for cycling should be well banked. The corners of a twenty-foot track may be lifted three feet if necessary, or even more. The curve should be graduated, and the banking should extend well up into the next straight. The swing out is felt at the middle of a curve, and preparations should be made accordingly. A track should never be *hogged*, i.e., made high in the middle and dropping to the sides. The straights should be made dead level, and the corners raised from inside to out.

*The inside edge*, by the board, should be just level with the grass, which should be pared down or banked up to the level of the inside edge, so as to give every rider an easy escape in case of accident. The edge of the board may be advantageously painted white, but the tin handicap distance marker should be fixed on the fence, and *not* on the board edge, into which, however, a brass-headed nail may be driven to mark the exact spot.

*The outside edge.*—For reasons known to themselves, most track builders put their fences right on the outside edge of the track. This is a mistake. A yard, or even two, of grass should be left clear, and then the fence should be erected. This gives the rider a chance of a soft fall, and by making a wider circle enables more of the lookers on to get a sight of the racing.

*The fence* should be a good four-foot fence with battens two inches apart. A mere post and rail is no protector, as boys, dogs, etc., easily push under it, to the detriment of the riders' safety.

*Winning posts and distance posts* should be set back at least a yard from the inside edge of the track. The cramming of big obstacle of this sort right on the inside edge causes many riders to go wide of the danger of their competitors.

*A good path cannot be made in a hurry.*—This is an axiom which contains the whole secret of track laying. Time must be allowed for the components of the track to settle down, and the heavy rains, snows and frosts of winter are almost a necessity to success. The frequent use of a heavy roller is also very serviceable. In spite of all this care, *soft places* will often show themselves, the path sinking, and thus causing waves and bumps. Half measures here are no good, and, wherever possible, the best way is to take the bull by the horns and set the matter right in the following way: Get a good long plank, and stand it edgewise on the path; the hollow will be then easily localized. Mark it on either side, and use this "straight-edge" every foot from inside to outside, making a mark where the track first touches on either side; then carefully remove the surface; take out layer 3, and put in very carefully the necessary thickness of layer 2 material, using the rammer most assiduously; replace the other layers, water freely, and roll frequently.

#### FEMALE CYCLISTS AT OMAHA.

The woman's race at the Coliseum came to a close at 10.30 last Saturday night, Miss Williams, of Omaha, winning, with Lewis second and Baldwin third. Following is the score:

|                    | MILES. | LAPS. |
|--------------------|--------|-------|
| Williams - - - - - | 259    | 4     |
| Lewis - - - - -    | 252    | 4     |
| Baldwin - - - - -  | 249    | 5     |
| Oakes - - - - -    | 246    | 5     |
| Brown - - - - -    | 241    | 5     |
| Woods - - - - -    | 226    | 9     |
| Armaindo - - - - - | 149    | 4     |

The moneys are divided as follows: 22 per cent., 18 per cent., 16 per cent., 14 per cent., 12 per cent., 10 per cent.—92.

Attendance during the week, about thirty thousand people.

Total receipts about seventeen hundred dollars.

#### A BOOK FOR MONEY MAKERS TO READ.

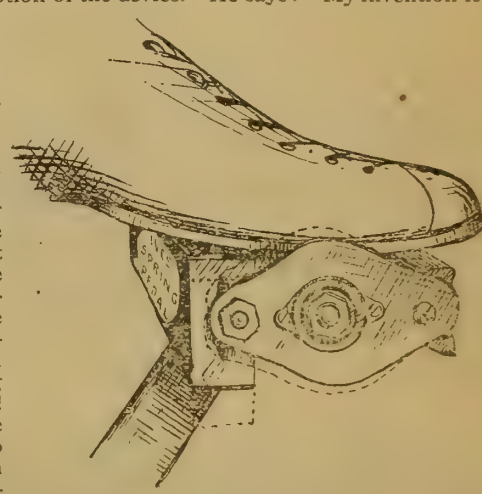
NATHANIEL C. FOWLER, JR., of the Pope Mfg. Co., can congratulate himself upon producing about the most unique thing in the

shape of a book that has appeared in a long time. The production cannot only claim distinctiveness, but usefulness as well. Homilies are seldom interesting, but "The Art of Local Advertising and Commercial Printing" is not only that, it is more. Those matter-of-fact persons who never read books, because there are no dollars and cents in them, will not find that objection here. *It comes as near actually giving specific directions for the acquisition of wealth as is possible for human help to come.* And this information is given so graphically, so entertainingly, that the reader turns the last page before he is aware. The book overflows with bright, pithy suggestions, and, above all, has the essence of truth. "To folks who live on printers' ink" there is not an assertion in it that is not capable of verification. How to advertise, and why; how to write advertisements so people will read, and not only read but heed; how to print them, and where; how to advertise in other ways; to trim windows and decorate stores; disguise newspaper "puffs"; in fact, how to catch the public eye and hold it afterward, is the motif of the work, and that it is cleverly treated cannot be gainsaid. In its way the book is a gem. The book is sent prepaid on receipt of price, two dollars, by the publishers, L. Barta & Co., 54 Pearl St., Boston, Mass.—*Chicago Tribune.*

#### REST YOUR LOWER EXTREMITIES.

MR. J. F. IVES, of Meriden, Conn., sends us the cut shown herewith, and a description of the device. He says: "My invention is a

hollow steel case, containing coil springs to take the place of the usual rubber, the idea being to reduce all jar and vibration to the muscles and nerves of the legs, and thus avoiding cramps, and the trouble of the foot jarring off the pedal. My argument is that while thousands of dollars have been spent in perfecting a saddle and springs for the body's comfort, no attention has been given to the comfort of the lower limbs, that have to do all the work on a wheel. My attachment being a trifle heavier than rubber, it hangs down, always bringing it under the ball of the foot in use."



#### AN UNPARALLELED OFFER.

WE call the especial attention of our many readers to the generous offer which the John P. Lovell Arms Co. make to the wheelmen in this issue (see advertisement). We have personally examined the Champion Single Barrel Breech Loading Shot Gun which they offer, and find that it is all that they claim for it. It is the popular top action gun, with twist barrel, rebounding lock, patent fore-end, rubber butt plate, and pistol grip finely polished stock.

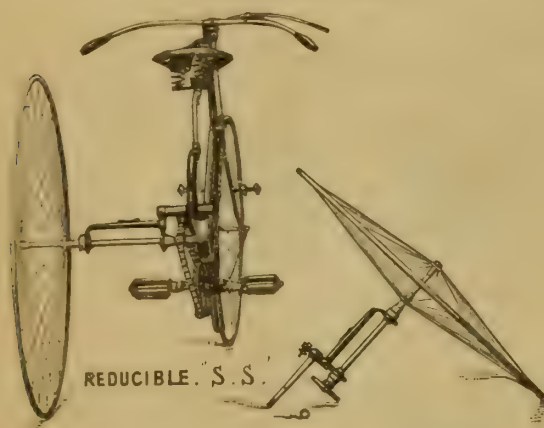
This house has been established forty-nine years and has won a reputation among the sportsmen of this country which is unequalled, and now we see them coming to the front with a special inducement which they intend the wheeling fraternity shall profit by. It is certainly very gratifying to us to see this sterling firm recognize the value of the wheelmen's trade.

The John P. Lovell Arms Co. have well earned the reputation as an energetic and enterprising business house, and we know that our readers in general will appreciate their offer. They have gone into the bicycle business very extensively this season. A large show room fifty feet long has been fitted up exclusively for this branch of their business, and arrangements have been completed for handling a fine line of bicycles, tricycles and safeties.

This house issues a large 100 page illustrated catalogue which is a complete encyclopaedia of sporting goods, and which they will send to any address by mail, on receipt of six cents in postage stamps. In addition to this catalogue, a large list devoted exclusively to bicycles, tricycles, tandems, safeties, and bicycle sundries will be published which they will mail to any address upon application.



This catalogue will contain the L. A. W. racing rules in full, just adopted by the Racing Board, and will prove a valuable book for reference. They solicit a personal examination of all of their goods, and we would advise our readers to give them a call and examine their stock before purchasing their outfits for the coming season.



SINGER'S REDUCIBLE FRAME.

THE accompanying cut illustrates the reducible frame for a tricycle made by Messrs. Singer. The great trouble with a tricycle is the difficulty of storing same and passing it through a narrow doorway, they have, therefore, designed an axle by means of which the width of the tricycle is reduced, not by telescoping, but by *dividing* the axle. The arrangement used is very simple, and the strength of the axle is not affected. The driving mechanism, brake, gear, etc., are contained in one part of the axle, and this part is not disturbed in the operation of division. The detachable part is separated from the other by removing one nut. By a simple mechanical operation a tapering spindle is then loosened, and the part is removed in a few seconds. The strength of this axle has been severely tested during the last few months.

The details of the tricycle are similar to those of the "S.S." No. 3, except that it is fitted with brake on axle and has ball pedals.

#### A NOTICE.

*The Bicycling World Co., Boston, Mass.:*

Gentlemen—Will you please publish the enclosed circular in your next issue, as a letter to the public. We wish it published in full.

Yours respectfully, WARWICK CYCLE MFG. CO.,

March 20, 1889.

Geo. K. Tapley, Treasurer.

#### CIRCULAR.

Having what it believes to be reliable information that the Pope Manufacturing Company of Boston, Mass., and the Overman Wheel Company are attempting by means of threats of litigation, to intimidate the customers of the Warwick Cycle Manufacturing Company and prevent as far as they can, by such proceedings, the sale and use of the said Manufacturing Company's machines, hereby informs its customers and all others interested, that the said Company will defend them in any suits that the Pope Manufacturing Company, the Overman Wheel Company, or any one else may attempt to bring against them, based upon the alleged infringement by said Warwick Cycle Manufacturing Company of any existing bicycle patents, and the Warwick Cycle Manufacturing Company hereby requests all of its customers and correspondents to communicate to it at once any threats, verbal or otherwise, that they may receive as to legal proceedings in the matter of said alleged infringement, or any other papers having relation thereto, in order that it may at once take upon itself the duty of protecting its customers from such annoyance.

Farther, the Warwick Cycle Manufacturing Company hereby informs the public that the rumors which it has reason to believe are circulated by the Pope Manufacturing Company and the Overman Wheel Company, or their agents, to the effect that legal proceedings have been commenced against the Warwick Company for infringement of patents, and that an injunction has been obtained against the said Warwick Company by the Overman Wheel Company, or by anyone else, are utterly without any foundation in fact, and the Warwick Company is pursuing its manufacturing and selling business now as heretofore, and intends so to do.

WARWICK CYCLE MFG. CO.,

George T. Warwick, President.

Springfield, Mass., March 22d, 1889.

#### THE GORMULLY & JEFFERY MFG. CO.

It was about a year ago that we reproduced some illustrations of the Gormully & Jeffery Co.'s factory, in Chicago, at which time we stated that that concern was the first in the United States to own its own factory and plant for the special manufacture of cycles. We have many times been invited to take a tour through their establishment in Chicago, but we never have been able to go out so far west. Our representative, however, has visited their factory, and he reports what he considers to be one of the most completely equipped establishments of the kind in the country. The Gormully & Jeffery people told our representative that every part of their cycles, with the exception of the rubber tires, was made in the factory, and he remarked, "I should not wonder if they put in a plant to produce even the rubber, as it seems to be their aim and object not to go outside for any of their material, excepting in the raw state. The machinery is such and so complete in detail that they are able to reduce the cost of production to a minimum, thus making competition easy for them. The factories are situated at the corner of North Franklin St., and Chicago Avenue, within fifteen minutes by horse-car from the City Hall.

As manufactures of the special cycling sundries, we doubt if there is a concern in the United States that produces as great a variety. They make their own saddles, tool-bags, lamps, wrenches, bells, etc. They are also very large, in fact, probably one of the largest, jobbers of sundries not of their own manufacture, west of Boston; as they buy in large quantities, they are able to figure way down, so as to compete successfully with other firms.

We take pleasure in calling our reader's attention to their long line of bicycles and tricycles, the illustrations and prices of which can be found on pages 366, 367, 368, 369, 370, 371. Their catalogue this year comprises some eighty pages, mostly solid brevity, and describes in detail their different machines. Their novelties this year are the two rear drivers, the American Rambler and Ideal Rambler. The former is an open fronted machine and admirably adapted to the use of a whole family. Its reach runs from 48 to 60 inches. It is very powerfully built, of the best material obtainable. We are assured that nothing but weldless steel tubing, drop forged and pressed steel is used in its construction. Its principal features are the placing of the vibration spring in the rear so that the steering is not effected, fastening the crank directly to the sprocket, thus giving a certain amount of additional power; and its new drop forged steel chain, which is perfectly interchangeable, and is absolutely noiseless when in use. Another nice thing about this chain, it is claimed that it does not depend upon the rivet in the least for its longitudinal strength, the rivets being necessary only to hold the chain together laterally. The American Rambler is geared to either 48, 54, or 60 inches, and is guaranteed to carry any rider up to 200 pounds, over any kind of American road. The American Ideal Rambler is designed to meet that peculiar niche which has long been filled by the American Ideal bicycle. In appearance and design it follows very closely the lines of its elder brother, the Rambler. The tubing is weldless steel, and the parts are all constructed with a view to strength and rigidity. It has the same vibration spring as the Rambler, the same general style of sprocket wheel and crank, and is so strong that a 160 pound trick rider was not able to injure the experimental wheel on rough and hummocky roads, although it is not guaranteed to carry over 125 pounds. In reach it runs from 30 to 48 inches, and will be found a capital machine for most lady riders, and its price, \$65, is so very reasonable that young men can afford to have an Ideal Rambler for the use of their lady friends. The standard construction includes ball bearings to both wheels. It is furnished with ball bearings to the other bearing parts for an extra consideration.

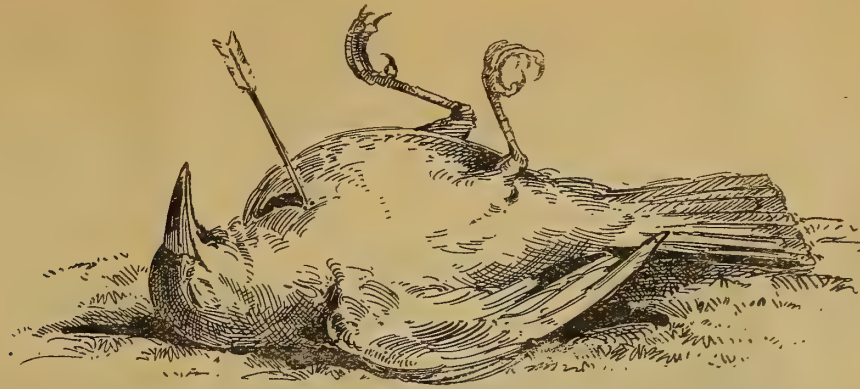
The Champion and Light Champion of this year are improved wherever possible. These two machines have successfully held, for the past two seasons, all the important World's Road and Long Distance Records. Like all the G. & J. productions their vital features are original. Most of our readers are tolerably familiar with these wheels, and it is, therefore, hardly necessary for us to dilate upon their merits.

The American Challenge, Safety and Light Safety come before the market again as thoroughly first-class wheels with a long and distinguished record, while the Ideal bicycle is, as it always has been, a first-class boy's machine in every respect.

Gormully & Jeffery have not added to their line of tricycles this year, but offer again the American Challenge and Ideal Tricycles and the American Challenge and Ideal tandems, all of which are two track and therefore practical for American roads.

The foregoing but briefly describes the many excellencies of the American cycles, but to get a thorough understanding of them one must either actually see them, or, if they cannot do that, send for their catalogue, which is cheerfully mailed on application.





QUERY No. 1--Who killed Cock Robin ?

QUERY No. 2--Who were the first makers in the world to make bicycles all forged steel ?

QUERY No. 3--Who were the first American makers to place on the market bicycles with tangent spokes, hollow rims, spade handles, swing saddles, compressed tires, etc., etc.?

QUERY No. 4--Who made the first American Rover type safety ?

QUERY No. 5--What American makers have the habit of leading in high grade cycle making?

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Now, in regard to the first of the foregoing momentous questions, probably you are aware that it is quite generally conceded that the atrocity was committed by a rather disreputable member of the lower classes familiarly known in the circles in which he moves as "The Sparrow." However, as to this we know not. We give it up.

HOWEVER, when you come to Nos. 2, 3, 4 and 5—how different the case. Verily here are matters of fact and not of hearsay or opinion.

An odd thing about it is that the answer to all the four questions is the same, and the VICTOR people offer a prize of one of their elegant new catalogues for '89, to any wheelman, actual or prospective, who will publish in next week's World the answer, which they guarantee is made up only of the following letters:—an *N*, 3 *E's*, an *R*, an *A*, 2 *O's*, an *M*, an *H*, an *L*, a *W*, a *V*, and a *C*.



## THE OVERMAN WHEEL CO.

SEVEN years ago, Mr. Overman, now president of the Overman Wheel Co., established the Overman Wheel Co. They began by adopting the principle that cycle making is worthy the best that can be given it, and this has been the watchword of the company ever since. Finding solid rims, direct spokes, straight handle bars, and old-fashioned long distance saddles, they put in their first bicycles, tangent spokes, hollow rims, cow-horn handle bars, compressed tires, swing saddles and all high grade features, with no extras in the list. Their first bicycles were also of forged steel, and the price for these machines was much below that maintained in the market at the time of their placing these machines on sale. The road was a hard one to travel, the construction of their machines very expensive, and litigation staring them in the face on all sides. They were only able, after a four year's war, to settle their legal difficulties, on account of the fact that they had purchased the Bown ball bearing patent and were able to use that as a lever to get into the trade. If they had not owned this patent, there is little doubt that they would have finally become exhausted with the expensive litigation brought to bear against them. We understand that the profits of the company have, since their organization, been wholly invested in their plant, the stockholders being willing to look to the future for their returns and to devote themselves to founding a plant for cycle manufacture, the best that could be made. Their bicycles have won many of the great road races of the past, and the company were the first American makers of the Rover type safety, now so popular with riders. The company has its own plant at Chicopee Falls, Mass., where it has unsurpassed facilities for cycle work.

THE full page illustrations of Columbia cycles amid rural scenes, are the most artistic kind of outline drawing, and will no doubt attract their full share of just and sincere admiration.

PRESIDENT LUSCOMB has invested in a New Mail Safety.

THE question of the day is, "Who killed cock robin?" An illustrated answer appears in our advertising column.

IN the advertisement of the Coventry Machinists' Co., we have neglected to change the announcement so as to read that the catalogues of their concern are now ready for delivery. Send for one of their 32-page catalogues, and keep posted as to what is what.

"Diamonds" seem to be trumps. See the page illustrated with the precious stones.

THE greatest calamity that can befall a man is to be without a Kodak Kamera.

THE Kingston Knitting Co. are large and most reliable dealers in knit goods for use by athletes of all kinds. We sincerely commend this firm and their goods to our readers. Their advertisement will be found in another column.

MURRAY, on Columbus avenue, is doing a big business in the hiring of cycles. He also handles the Gormully & Jeffery goods.

WE have received a copy of L. H. Johnson's catalogue, containing handsome illustrations and full description of the Premier Safeties, Sparkbrook Bicycles and Humber Tricycles. Copies may be had direct or from the many agents for these popular wheels.

A WOODEN bicycle is certainly an innovation in this "age of steel." We have this week a new advertiser, the Sterling Cycle Co., who is building a safety and several other styles of wheels, the material used being more than four-fifths wood (hickory). "If this be madness" we suspect that there may be more "method in it" than the casual observer would give credit for. A prominent theatrical manager once said that the only critic he ever feared was the man in the box office. If we are to measure the hickory wheels by this standard, it only need be added that the factory is being run both night and day on orders already booked.

MESSRS. WHITTEN, GODDING & Co., of Providence, R. I., during the past year have increased their business two-fold. They not only keep all the leading cycles in stock for local trade, but are supplying sundries to dealers throughout the country. They are prepared to furnish gymnasiums with all kinds of apparatus, and always have full lines of boxing gloves, foils, etc., etc., which they can furnish to dealers at bottom prices. Clubs who are about to enlarge their athletic outfits would do well to write them.

WE would call the attention of our readers to the advertisement of Messrs. A. G. Spalding & Bros., which announces that they will open a photographic department in connection with their New York house, on April 10th. Cycling and amateur photography may be said to go hand in hand, and as the well-known business methods of this house generally bring them success in all they undertake, we predict that this new venture will prove a success. The new department will be a branch of the bicycle department, managed by Mr. A. B. Barthman, and will be in charge of Mr. J. F. Borland, the ever smiling "Baldy," as he is familiarly called, who, by the way,

has quite a reputation as a racing man, and is an enthusiastic amateur photographer. Baldy has a host of friends, and we extend to him our best wishes in his new undertaking.

AMONG the machines which have earned a reputation to be proud of, the Quadrant Cycle is entitled to a positive right in the front rank. The Messrs. Clark Cycle Co., of Baltimore, advertises in another column the fact that they are selling these splendid tricycles. We know from personal experience what the Quadrants are, and we have nothing but words of praise. The same firm also handle the King of the Road Lamps, than which none better exist.

THE Erie Knitting Mills turn out excellent goods, as is proved by the very flattering testimonials which they print from well-known wheelmen.

NEW YORK ladies should remember that Geo. R. Bidwell is the pioneer in starting a ladies' riding school. Mr. Bidwell's enterprise ought to bring him solid results and increase the number of lady cyclists in Gotham.

Do you want a second-hand wheel? Then read the list of Charles Schwalbach; he certainly can fit you in a machine and at a price that will suit.

MESSRS. CLARK CYCLE Co. of Baltimore, write that never before have the New Rapid Bicycles had such a sale as during the present season. A large order was placed with the St. George's Engineering Co. and the goods were delivered. These have been disposed of and a new order placed, and is now being delivered. The public appreciate a good thing and in placing its confidence in the New Rapid Cycles it demonstrates the truth of the above statement.

THE New Mail seems to be right in front again this year. The Safety is taking immensely, and is much praised.

THE series of full-page engravings which appear in this issue, with the cabalistic word "Columbia" on the old fence, the barn, the mill and other spots, are a most artistic and interesting series, and are worth the most careful preservation.

CAMBRIDGE, Mass., is a perfect nest of New Mail wheels. The clubs there are large and very flourishing.

W. J. NEWMAN, of Cambridge, represents the Premier Cycle for Boston and vicinity. See his advertisement. The Premier are taking well. Mr. Newman also handles New Mail Cycles.

THE Elastic Tip Company have an advertisement in this week's issue. Not only to the rider do they appeal, but to the manufacturer and the repairer. Any part of the bicycle that is rubber can be procured of them, and they also make tire cement and elastic tape. No careful wheelman will be without cement if he is riding in a wheel on which the tire is cemented.

THE Smith National Cycle Company of Washington are hard at work in their new factory, working "long hours" to get out the Dart machine of which this firm make a specialty. The Dart is not unknown as many were in use last season, and the expectations as to running and other qualities, have proven equal to the hopes of the Washington firm.

HARRY D. HEDGER of 473 Tremont street, Boston, can do about as fine a job of repairing as any in this city. He is also a large dealer in the Singer and other cycles and he has a large line of sundries. Call on him at his new place of business and see how fine and complete an establishment he has.

MESSRS. HOLMES & Co. are a thoroughly reliable firm; what they promise they will fulfil. We refer you to their advertisement for further information. Customers in Boston and vicinity will do well to remember that Holmes & Co. are at No. 109 Kingston street, and there is a free elevator in the building to take you up and down stairs.

CERTAINLY the "Rover" safeties, made by the world renowned firm of J. K. Starley & Co. is one of the very best of this now fashionable type of machine. This firm was the first to put the rear driver on the market; hence, the familiar name of Rover type as indicating the rear driver. A reference to the John Wilkinson advertisement will give all information and prices relating to these splendid machines.

WE are in receipt of a leaflet containing excellent reproductions of photos of the Premier Safety, Premier Tandem Safety, the Premier Safety Stand. Mr. L. H. Johnson of Orange, N. J., is agent for the Premier Wheels, and by sending a stamp to Mr. Johnson, he will, no doubt, send you one of these beautiful little leaflets.

THE H. B. Smith Company advise us that the reception of their new rear driver has far exceeded their most sanguine expectations. To be in the swim, now-a-days, one must have a rear driver and a good one withal. The Star rear driver is a machine that will be heard from on the road and hill during the coming summer.



# THE JOHN P. LOVELL ARMS CO.

ESTABLISHED 1840

## Great Scott

WHAT AN OPPORTUNITY !



## Champion Breech-Loading Shot-Gun FREE !

This is the Gun advertised and sold by us for \$18.00. Top-snap action, twist barrels, rebounding lock, patent fore-end, pistol grip stock, finely polished, rubber butt plate. We warrant every Gun to be first-class in every respect, and defy anybody to produce its equal in beauty, workmanship, or material. Shooting qualities unsurpassed. The most complete modern Gun manufactured.

In order to more thoroughly introduce the already famous Gun, we make this

## SPECIAL OFFER TO YOU.

Every one who purchases from us a Bicycle of any manufacture, at as low a price as the same machine is usually bought, we will GIVE FREE one of our CHAMPION BREECH-LOADING GUNS described above.

## WHEELMEN

THINK OF IT !

The Bicycle of your choice, with an

**\$18.00 GUN FREE.**

Send 6c. in Stamps for

**100-PAGE**

**Illustrated Catalogue**

of Bicycles, Guns, Rifles,

Revolvers, Fishing Tackle, Cutlery, Sporting Goods, Police Equipments, to

THE JOHN P. LOVELL ARMS CO., Cor. Washington St. and Cornhill, BOSTON, MASS.







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280 Broadway, New York.

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12 Pearl Street, Boston, Mass

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Below we give the Post Office address of each Chief Consul and Secretary-Treasurer by States. This will be of convenience to those who wish to communicate with these officers:

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Number

Holder

Letter No.

## Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—Enclosed you will find \$..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Date.....

Name.....

Club..... St. and Number, or Box.....

References:..... City.....

State.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

**MEMBERSHIP FEE.**—The initiation Fee is \$1.00; the Annual Dues are \$1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose \$2 with this blank on any date between date of paper and Oct. 30.

If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

Rec'd..... Folio..... Holder..... Letter No.....

(SECRETARY WILL FILL ABOVE BLANKS.)

LEAGUE OF AMERICAN WHEELMEN.

RENEWAL BLANK, 1889.

ABBOT BASSETT, Secretary, (Box 5267, Boston.)

Date..... 1889.

Enclosed find \$1 in..... for dues to April 30, 1890.

1888 Number..... Name.....

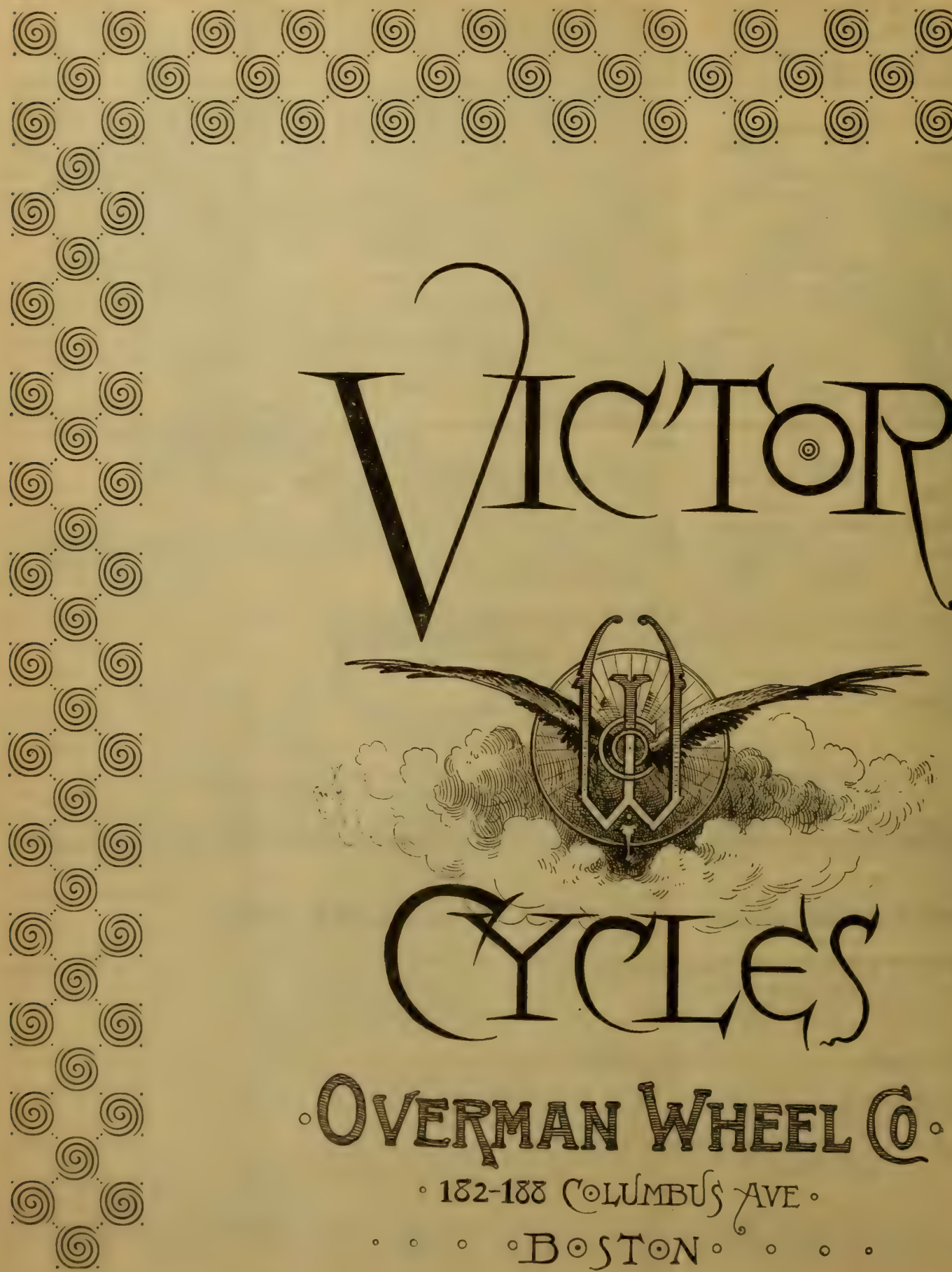
Original Number..... Street and No.....

Club..... City..... State.....

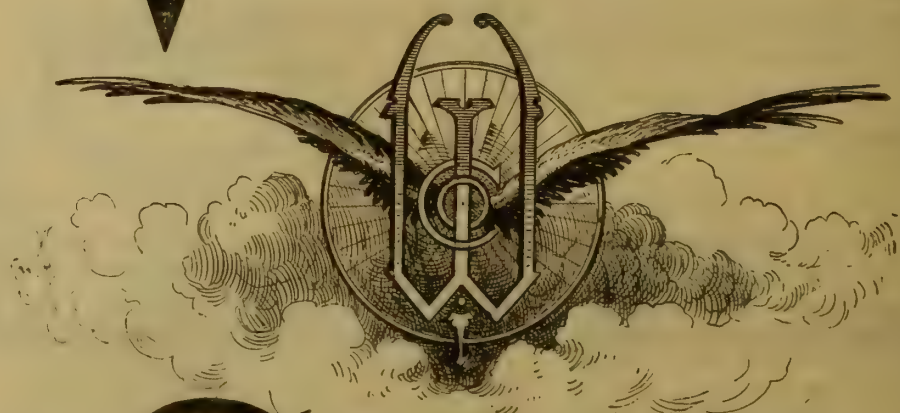
Enclosed..... for Holder.

**READ CAREFULLY BEFORE FILLING BLANK.** Stamp must be enclosed if sender wants receipt. Otherwise the ticket must be the receipt. Don't Forget to send your Numbers. Don't send old ticket. Don't send checks for \$1. Write very plainly—PRINTING PREFERRED. Stamps of a denomination above two cents will not be received.





# VICTOR



# CYCLES

OVERMAN WHEEL CO.

182-188 COLUMBUS AVE.

BOSTON



**SPECIAL.**

All Advertisements in this Department 20 cents a line.  
 Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.

**FOR SALE**—Two Experts: in first-class condition. 56 inch, \$70; 54-inch, \$75; also 54-inch National; in fine condition, \$60. BROWN & GREENLEAF, 96 Brattle st., Cambridge, Mass.

**CYCLIST'S RECORD BOOK**, for recording rides. Only 25 cents. CYRUS BATCHELDER, Sanford, Me.

**M. A. WOODBURY**, Bradford, Pa., Mfr. Europa Home Trainer and Bicycle Stand. Also have largest and best line of cycles between New York and Chicago, Buggies, Carts, Desks, Rubber Goods, Rubber Stamps, &c., Wholesale and Retail.

ZOOK, Lititz, Pa.,

Takes Cycles in payment for books, stationery, organs, pianos and miscellaneous goods. List free. Rare bargains in second-hand Wheels. Will trade a Tandem for a Safety. Advertising taken from newspaper men who wish mounts. One Buggy to trade.

**WHEELS**—Pat. Suspension Steel Wheels from 12-inch to 42-inch. Special wheels for Safeties, Tricycles, &c., made to order in large or small quantities, combining strength, durability and cheapness. I. A. WESTON & CO., Jamesville, N. Y.

**L. A. W. BADGES,**

For Gold Pins of the Official Design, send direct to

**CHAS. H. LAMSON,**

177 Middle Street,  
Portland, Me.

**Patented.** Price, \$3.50, \$5.00, \$7.00 and \$8.00, according to finish. **Diamond Badges** \$15 to \$50 for the larger pins, and \$10 to \$30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

**LAMSON'S LUGGAGE CARRIER**, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

**BICYCLE DEALERS,**

Send to **HOWARD A. SMITH & CO.**, Newark, N. J., for '89 catalog and discount sheet. Old list cancelled.

**PHOTOGRAPHY**

Send for our new "Handbook of Photography." MILLER & HOPKINS, 442 Fulton street, Brooklyn, New York, or 4 East 60th street, New York City.

Cycling Photographic Outfits a Specialty.

**FOR SALE OR EXCHANGE.**

In this Department, 15 cents a line. Cash must accompany the order.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.

**TO TRADE** for 39 or 42-inch Star with balls or rollers all around.—A 48 Special, 2-3 nickel, hollow parts throughout; balls to pilot, new tires, spokes, saddle, etc., just like new; but too tall for me. L. C. CROSSMAN, Muscatine, Iowa.

**FOR SALE**—1 52-inch Victor Bicycle; used but little. Price \$65.00. E. P. BURNHAM, 25 Park st., Newton.

**FOR SALE**—One Swift Safety; this year's pattern; as good as new. Address, E. P. BURNHAM, Newton, Mass.

**'88 VICTOR** Safety for sale. In good order. WHEELMAN, Utica, N. Y.

**TALL FELLOWS**—A 60-inch Club; balls all over, cowhorn handle bars, spade handles, "Fish" saddle, first-rate order. \$50. Write W. R. MOLLINARD, 1001 St. Paul st., Baltimore, Md.

**FOR SALE**—50-inch Harvard. A 1 order. \$50. Address, H. VAN BUREN, 59 Perry st., N. Y.

**FOR SALE**—44 inch Columbia Semi-Roadster. A 1 order. Ball pedals. \$50. Address, G. D. LUTTON, 82 W. Washington Pl. N. Y.

**VICTOR TRICYCLE**—latest pattern; A 1 condition. Cheap. Address LOWE, 630 Main st., Worcester, Mass.

**FOR SALE**—Tricycle almost new; used very little, cost \$225; will take \$125 cash. Ball bearing all around. Address JEWELER, 168 W 4th st., Cincinnati, Ohio.

**FOR SALE**—Humber Tandem; new last year. Best offer over \$100. A. C. RHODES, Taunton, Mass.

**\$75 52-inch** Rapid Bicycle, excellent condition; \$100. Premier Safety, good as new; \$130. Sparkbrook Tandem, fine order. Three bargains. Write for particulars. H. E. BIDWELL, Pittsburgh, Pa.

**FOR SALE**—53-inch American Challenge; in good order. No reasonable offer refused. Too large for owner. G. E. DARLING, Waterville, Me.

**AMERICAN RAMBLER**, nickled spokes, new last fall, ridden 100 miles, fine condition, only \$100. I. R. BEAM, Dryden, N. Y.

**FOR SALE**—Columbia 2-track Tricycle, only shop worn, \$100; cost \$165. Victor 1889 Safety, new; \$120. NILLIS & TABER, Herkimer, N. Y.

**WANTED**—Good 52-inch Safety or Springfield Roadster. Address with full description and lowest cash price, GEO. A. HARRIS, Gloversville, N. Y.

**2 BIS.** New 53-inch Rudge Light Roadster, with Butch, hub cyclometer, \$87. Facile Safety, A No. 1 condition; \$55. D. W. COLBATH, P. O. Box 5335, Boston, Mass.

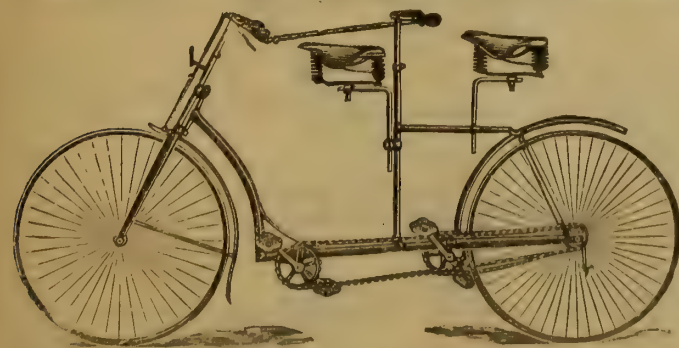
**FOR SALE**—Two 52-inch '86 pat. Expert Columbia. One No. 2 '88 pat. Springfield Roadster. All three wheels are ball bearing and in A No. 1 condition. Also a 54-inch Special Star, built to order last season. Has hollow framing, ball bearings to front wheel, and is two-thirds nickled. Prices low. Write for terms. WM. HAVEN, Florence, Mass.

**HUMBER TANDEM** For Sale. In good order; ball bearings all around, including pedals. Cost \$260 in 1886; will sell for \$120 cash. FRED A. SPIELMAN, Fairfield, Iowa.

**PREMIER TANDEM SAFETY.**

PRICE \$200.

Suitable for Lady and Gentleman. The leading machine in England and the Tandem Safety which has stood the test of American roads, with two heavy men, and come out at the end of the season without costing a cent for repairs. The Special Premier Safety, Suitable for Lady or Gent, is a beauty. Price only \$135. Send three 2-cent stamps for handsome photo, with specifications of these machines. Sole Agent for Massachusetts.



**W. J. NEWMAN**, Harvard Row, Cambridge, Mass.  
(HARVARD SQ.)

**"SPECIAL STAR,"** latest 1883 pattern, run but 500 miles; will sell very cheap. M. DAYTON TILMAN, Roann, Indiana.

**WANTED**—A first-class repairer, with best reference, who is capable of taking entire charge of a hiring and repair depot. Address "X," WORLD office.

**FOR SALE**—A Singer straight-steering tricycle, with cyclometer and carrier; used one year; tires worn, otherwise first class; price \$100.00. Address G. L. C., Providence, R. I.

**FOR SALE**—42-inch Pony Star, 1887 pattern, has been run only about 300 miles; is in perfect order; \$60 buys it. Address DR. M. C. HITCHCOCK, Ansonia, Ct.

**FOR SALE**—Columbia Light Roadster, 53-inch, in good condition. Apollo Safety, also in good condition. Will sell above cheap. F. ALCOTT PRATT, Box 339, Boston.

**WANTED**—A good, second-hand Rudge Safety, or a Star Bicycle, of 1888 pattern. Address, stating condition, price, and where machine may be seen, "Y," WORLD office, 12 Pearl street.

**FOR SALE**—Anyone wishing a new 52 or 54 Victor Light Roadster cheap, address V. R., Lock Box 214, Highlandville, Mass.

**52-INCH** New Mail, in fine condition; never ridden 300 miles; Butcher Cyclometer and tools; \$75.00. Address Box No. 435, Everett, Mass.

**FOR SALE**—'88 Victor Safety, good condition. Address F. C. WIGHT, 182 Columbus Ave., Boston.

**FOR SALE**—A Special Quadrant Tricycle, cost \$200; has not been ridden 50 miles. A chance for some one to receive a wheel at a bargain. ARTHUR PEREGO, 128 Fulton St., New York.

**54-INCH** Apollo, in first-class condition; has been ridden about 800 miles; half nickel, spade handles and cyclometer. Will sell for \$75.00; a bargain. H. A. THAYER, 38 Bromfield St., Boston.

**FOR SALE CHEAP**—Victor Tricycle, address the Rev. CHARLES W. HAYSE, D. D., Westfield, Chautauqua Co., N. Y.

**FOR SALE**—54-inch Expert; full nickel; ball bearings all over; good condition; cheap. C. A. CONOVER, Coldwater, Mich.

**56-INCH** Singer Challenge Bicycle; practically as good as new; ball bearings to both wheels and pedals; Kirkpatrick saddle; cow-horn bars. Cost \$115; will sell for \$65, or would exchange for Singer Safety. J. WESTON, 2 Warren ave., Boston.

**FOR SALE**—Marlboro' Club Tandem Tricycle; in fine condition, and will sell at a bargain. Apply at once to A. O. MCGARRETT, Box 124, Springfield, Mass.

**SPECIAL** Humber Crippler tricycle, nearly new. An elegant machine at a great bargain. Cost \$200. L. H. PORTER, East Orange, N. J.

**FOR SALE**—A Swift Safety, in splendid condition; quite as good as new. Cost \$135. Will sell for \$105. A bargain. Address 108, Bicycling World, 12 Pearl st., Boston.

**FOR SALE**—A Convertible Sociable Tricycle. Cost \$260. Will sell for \$75. Address P. O. Box 1816, Philipsburg, Centre Co., Pa.

**\$75,** Rapid Bicycle, excellent condition. \$100, Premier Safety; good as new. \$130, Sparkbrook Tandem; fine order. Three bargains. Write for particulars. H. E. BIDWELL, Pittsburgh, Pa.

**FOR SALE**—43-inch American Star; new last season; good condition. Price \$50. C. A. CONOVER, Coldwater, Mich.

**TWO GENUINE BARGAINS**—One Velocet Columbia; good as the day it left the factory, barring tires; \$105 cash. One '88 pattern Springfield Roadster; run one week only; spade handles; plain bearings. \$55 cash. Write quick. F. C. WESTON, Bangor, Me.

**FOR SALE**—45-inch Columbia Light Roadster; built to order; only used five times; perfect condition. 527 Franklin st., Baltimore, Md.

**FOR SALE**—American Rambler Safety; nearly new; ball bearings; only ridden 300 miles; fine condition. \$65. J. V. DUNBAR, Parkersburg, W. Va.

Now's your chance! Taken in trade for new Victors.

|                                                           |    |    |    |    |    |     |     |     |     |
|-----------------------------------------------------------|----|----|----|----|----|-----|-----|-----|-----|
| 52 Expert, 1887, 270 miles, good con-...                  | 80 | 70 | 95 | 90 | 75 | 110 | 116 | 116 | 120 |
| 52 Columbia Light, good condition...                      |    |    |    |    |    |     |     |     |     |
| 52 Columbia, 1888, fine condition...                      |    |    |    |    |    |     |     |     |     |
| 52 Mail, 1888, fine condition...                          |    |    |    |    |    |     |     |     |     |
| 52 Rapid, good con-...                                    |    |    |    |    |    |     |     |     |     |
| 52 Springfield Roadster, ball bearings, fine condition... |    |    |    |    |    |     |     |     |     |
| 52 Victor, 1887, good con-...                             |    |    |    |    |    |     |     |     |     |
| 52 Victor, 1888, good con-...                             |    |    |    |    |    |     |     |     |     |

Philadelphia  
Bicycle Co., Ltd.  
821 Arch st.,  
Philadelphia.









This represents the

## VICTOR LIGHT ROADSTER,

but art is weak when it comes to such subjects. To appreciate the "lines," the strength, the grace, the finish of it, you must see the the thing itself. The men who ride it will tell you all about it, ask them, any of them. It has won more and better road races than any other machine in the market. Never mind the little ones, here are a few of the good ones, notice that they were ALL 100 MILE RACES, OPEN TO THE WORLD, and contested by all the leading makes.

**BOSTON CLUB, BIG 4.**

**CRAWFORDSVILLE.**

**SPORTING LIFE (Philadelphia).**

**CLARKSVILLE.**

**BICYCLING WORLD (Buffalo).**

The last mentioned is said to have been the severest test of machines of any race EVER RUN. Eighteen to start, six to finish, and **FIVE** of them **VICTORS. THIS TALKS!!**

**Special Agents :**

**A. G. SPALDING & BROS.,**

**New York and Chicago.**

**OVERMAN WHEEL CO.,**

**Makers of Victor Cycles,**

**BOSTON.**







## HEADQUARTERS FOR TIMING WATCHES AND ATHLETIC PRIZES.



OUR SPECIALTIES.

1. Nickel Timer, with MINUTE REGISTER, - \$8.00
2. Silver, open-face, FLY BACK, Chronograph, - 25.00
3. 14-kt. gold, open-face, SPLIT SECONDS, FLY-  
BACK, Chronograph, - - - - - 125.00
4. 14-kt. gold, hunting, SPLIT SECONDS, FLY-  
BACK, Chronograph, - - - - - 135.00
5. Extra heavy, 18-kt., open-face or hunting, SPLIT  
SECONDS, FLY BACK, Chronograph, WITH  
MINUTE REGISTER, - - - - - 200.00
6. Extra heavy, 18-kt., open-face or hunting, 1-4 or 1-5  
INDEPENDENT, SPLIT SECONDS, FLY-  
BACK, Chronograph (TRIPLE FLY-BACK). 265.00
7. Same as No. 6, but with MINUTE REGISTER and  
QUADRUPLE FLY-BACK (see cut). - 300.00



ADDRESS OR APPLY TO

JENS F. PEDERSEN,

# Importer \* of \* Watches,

11-2 MAIDEN LANE, NEW YORK.

Also the most extensive manufacturer of HIGH CLASS MEDALS in the country,

CORRESPONDENCE WILL RECEIVE PROMPT AND CHEERFUL ATTENTION.



# HOLMES & CO.

109 KINGSTON ST.,  
BOSTON.

WE CALL SPECIAL ATTENTION OF CLUBS AND ALL ATHLETES TO OUR  
CATALOGUE FOR 1889.

## OUR NEW HEADQUARTERS.



## JERSEY-FITTING SHIRTS, FOR

Bicycle Riders, Lawn Tennis Players, Yachting and Rowing, Base Ball  
and Foot Ball, Gymnasium.

League Color, Grey Mixed, Black, Navy, or any Color.

**PLAIN OR STRIPE.**

Each garment bears our Trade Mark, and are endorsed by the best manufactures of Bicycles and by Professional Gymnasts.  
In ordering these goods be particulars to give full name or style of each garment ordered.

## Jersey-Fitting Pants.

Full Pants.



Knee Pants.



Are knit with a selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam being a selvedge edge, is small and flat, and will not rip. *Buttoned in Front, same as Pantaloon, without certain Objections.*

We offer them to the trade and clubs as SOMETHING NEW, and invite all to examine them.

Ladies'

Jersey-Fitting Tricycle Pants.

A NEW THING.



These pants are close-fitting, come three inches below the knee, are very elastic, and the most comfortable garment a lady ever wore. Made in Cream-Colored Cotton, Drab, Red, or any colors in Worseds.



TRADE MARK.

## Jersey-Fitting Shirts.

Laced Front, Long Sleeves,  
Turn-over Collar.





# JERSEY-FITTING GARMENTS.

We call special attention of Clubs and all Athletes to our Catalogue for 1889.

## Jersey-Fitting Shirts,

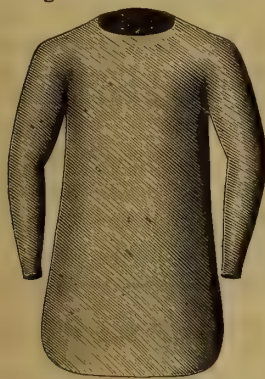
FOR

Bicycle Riders,  
Lawn Tennis Players,  
Yachting and Rowing,  
Base Ball and Foot Ball.  
Gymnasium,  
League Color, Gray Mixed,  
Black, Navy, or any Color,  
Plain or Stripes.

Long Sleeves,  
Standing Collar.



Long Sleeves, Low Neck.



Gymnasium.



Every wheelman and Sportsman will give these garments his approval when he examines the SHOULDERS, ARM HOLES and NECK, as they are made to fit. These goods are *patented*, and all infringements will be prosecuted to the full extent of the law



We call special attention to a new feature in Jersey shirts for gymnasium use. The cut represents the shape and its use. It not only keeps the garment down in place but acts as a supporter. Bathers will see an advantage in this style improved shirt. Any Jersey Shirt in our new catalogue made of heavy weight, we make with this improvement. We have sold Jerseys through A. G. Spalding & Brother, of New York and Chicago, to all the League Base Ball Clubs in the country with this improvement. We invite all gymnasts to try them.

## Jersey-Fitting Supporter.

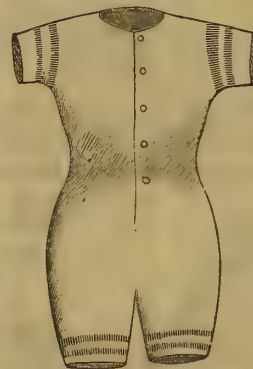
*Patent applied for.*



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Gymnasts and Bathers, and we are told that it is the best and most satisfactory supporter made. *Let every sportsman try them.* Price, \$1.00. Will send by mail on receipt of price. Send size of Waist and Hip. Send for Illustrated Catalogue and Price List.

## Ladies' and Gents' Bathing Suits.

Racing  
Tights.



Bicycle  
Knee Tights.



## TESTIMONIALS.

Battle Creek, Mich., April 16, 1887.  
Gents:—Just received the tights in good order, they are the best I ever saw and I shall be sure to order of you in the future.  
Yours truly, C. E. Adams.

Philadelphia, Penna., Sept. 23, 1887.  
Messrs. Holmes & Co., Gentlemen:—I received my full tights and trunks on the 11th, and after a thorough trial, am more than satisfied with them. They are a perfect fit, and so comfortable that I would not now be willing to wear any other costume for cycling.  
Yours very truly, John A. Wells.

Birmingham, Conn., August 28, 1888.  
Messrs. Holmes & Co., Boston, Mass., Gentlemen:—The Jersey Supporter ordered from you, which I am using, gives splendid satisfaction, and I may add, a great deal of comfort.  
Respectfully yours, H. A. Haugh.

Trenton, N. J., Sept. 7, 1888.  
Messrs. Holmes & Co., Dear Sirs:—In reply to your letter of enquiry in reference to the Supporter recently received from you, I can report that it is satisfactory in every way. It almost entirely obviates the trouble of which I wrote you, it is pleasant to wear, and if it has any objectionable features I have not yet discovered them. I am much pleased with it.  
Yours truly, Alfred C. Stokes.

Newton Falls, O., Sept. 18, 1888.  
Messrs. Holmes & Co., Boston, Mass., Gentlemen:—In reply to yours of the 6th, would say, am highly pleased with the Supporter I purchased of you. For Bicycling it is the thing and cannot be beat. Have tried several, can recommend yours above all.  
Am very truly yours, Wallace Herbert.

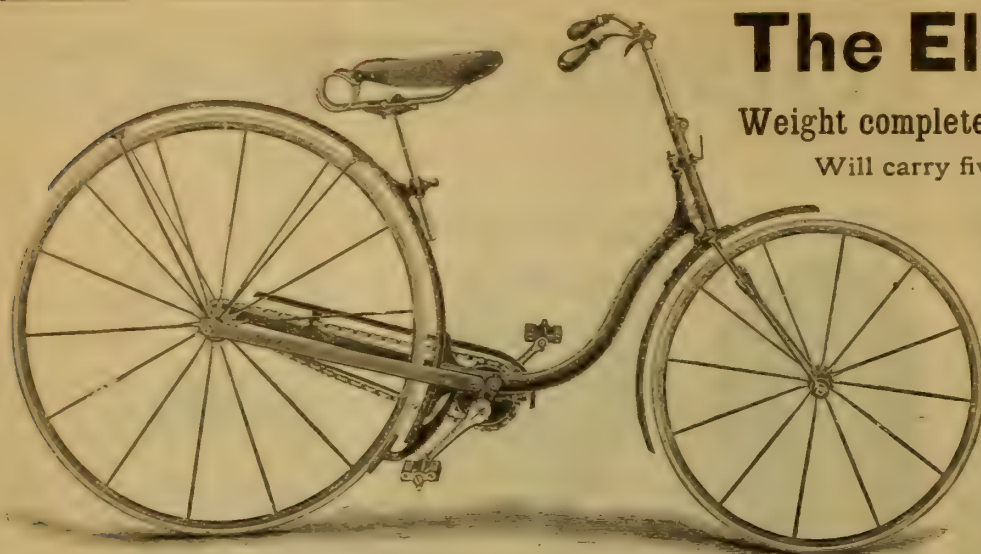
Boston, Mass., Sept. 3, 1888.  
Messrs. Holmes & Co., Gents:—The Supporter is a very necessary article to Bicyclists and gives one a feeling of ease that cannot be experienced without the use of some kind, the "Holmes" is the best I have tried.  
Yours truly, C. C. Briggs, Jr.

Evansville Seminary, Evansville, Wis., April 19, 1887.  
Holmes & Co., Boston, Mass., Sirs:—The knee pants and letter of the 14th received. Please find enclosed postal note to balance accounts. I am well pleased with the goods, and shall take occasion to recommend them to my friends.  
Yours truly, Geo. T. Sewell.

If our garments are not kept by your best dealer, send to us for circular and price list. Any garment sent out by us are warranted to give satisfaction. **SEND FOR PRICE LIST.**

**HOLMES & CO., 109 Kingston Street, Boston, Mass.**





# The Elliott Safety

Weight complete, 42 pounds. Price, \$90.00.

Will carry five times its own weight.

Our ideas as to how and of what material wheels should be constructed differ somewhat from those commonly accepted by the wheeling public, and we are glad they do. For if we are wrong, we shall, by means of our failure, still farther confirm the prevailing custom, and that would be justice.

If on the other hand our departure in wheel construction shall be vindicated (and to this end we are doing something more than to hope), then we shall not have lived in vain. However, we have the

## Hickory Wheels

In tangible form, and are pleased to furnish particulars to all who may want more light. You can get more weight anywhere.

**STERLING CYCLE CO.,**  
NEWTON, MASS.

## Second-Hand Wheels,

Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand Wheels. Prices on all Wheels guaranteed as low as the lowest.

**ROUSE, HAZARD & CO, 9 G St., Peoria, Ill.**

Successors to GEO. W. ROUSE & SON.



## Bicycles on Easy Payments.

Victor, Springfield Roadster, Columbia, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from \$6.40 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

**ROUSE, HAZARD & CO., 9 G St., Peoria, Ill.**

Successors to GEO. W. ROUSE & SON.



## CLINTON CYCLE CO.

### BICYCLES, TRICYCLES AND SAFETIES

of all the leading makes.

Second-Hand Wheels Bought and Sold.

Spade Handles, Cyclometers, Jerseys, and everything in the cycling line.

REPAIRING DONE IN FIRST-CLASS MANNER.

Our prices speak for themselves. Write us or send for Catalogue.

**C. C. CO.,**

NORTH HIGH ST., - - CLINTON, MASS.

## The "BICYCLE" Free.

Send names of 10 who talk of buying a wheel this year, and we will send you the Bicycle Free.

**BICYCLE, West Randolph, Vt.**

## BARGAINS IN NEW BICYCLES.

Any of the American, Columbia, or Premier Cycles from \$5 to \$10 below the price. Write us what you want, and we will let you know how we do it.

**NAZARETH CYCLING AGENCY,**

Nazareth, Pa.

## CEMENT!

Manufacturers, Dealers and Repairers.

Do you want a Cement equal to London's at one-half the price? We have it; just perfected. Send for sample.

**Philadelphia Bicycle Co., Ltd.,**

831 Arch St., Philadelphia, Pa.

## BICYCLE and ATHLETIC GOODS.

**The Kingston Knitting Co.,**

OF BOSTON, MASS.,

Manufactures, for the trade and clubs, the most beautiful line of Athletic goods made, and in the latest colors, in PLAIN, STRIPED and mixed cloths, in worsted, wool and Jersey spun cotton, for Bicycle riders, Gymnasium, Base Ball, Foot Ball and Lawn Tennis Suits, Rowing, Yachting and Bathing Outfits, Hosiery, Caps, etc., all from our special weaving, and for style, elasticity and durability cannot be excelled.

Our JERSEYS, KNEE TIGHTS, KNICKERBOCKERS, TROUSERS, and SUPPORTERS, are unsurpassed for good taste, comfort and easy fitting.

Many novelties in plain and ribbed suits and Sweaters.

Our prices are very reasonable.

Correspondence solicited.

**KINGSTON KNITTING CO.,**

27 Kingston St., Boston

If any dealer says he has the Strickland & Pierce Flexible Bicycle Shoe without the Patent Mark, Aug. 1, '82, stamped on the bottom, put him down as a fraud.



## STRICKLAND & PIERCE.

High grade bicycle and sporting shoes of all kinds. Our Boston flexible bicycle shoe is still in the lead. If your dealer does not keep them send direct to us or to our Boston agents:

John P. Lovell Arms Co., Horace Partridge & Co., Wright & Ditson, Thayer, McNeal & Hodgkins, W. W. Stall, William Read & Son.

Sent direct from factory, post paid.

No. 1, Hand-sewed and Hand-stitched, \$5.00

No. 2, Hand-sewed and Hand-stitched, \$3.50

**STRICKLAND & PEIRCE,**

RANDOLPH, MASS.

**New "ACME" BICYCLES**

Rubber Tires.

|        | Factory Price. | Our Price. |
|--------|----------------|------------|
| 52 in. | \$60.00        | \$36.00    |
| 50 in. | 55.00          | 33.00      |
| 48 in. | 50.00          | 30.00      |
| 46 in. | 45.00          | 27.00      |
| 44 in. | 40.00          | 24.00      |
| 42 in. | 35.00          | 21.00      |

All wheels furnished with Tool Bag and Tools.

**SAFETY BICYCLES**

SEND FOR CATALOGUE.

Small Boys' 20 in. wheels, with parallel bearings... \$25.00  
Large Boys' 24 in. wheels, with brake and mud guards... \$35.00  
Ladies' or Men's 30 in. ball bearings to both wheels... 75.00  
Ladies' or Men's 30 in. ball bearings ALL OVER... 80.00

**ST. LOUIS, E. C. MEACHAM ARMS CO.**







**HOLMES & CO.**

We call special attention to our New Circular for the coming season. We have added several new things to our list, which we trust the trade will appreciate.

## Jersey-Fitting Garments

### Holmes' Thigh Stocking.



Jersey-Fitting  
Stocking.

- 3-3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, \$1.50
- 3-1. Black, navy, grey mixed, 1 stocking, \$1.25
- 1-1. Black, navy, grey mixed, 1 stocking, \$1.00

Send for Illustrated Catalogue and Price List.

Manufactured by

**HOLMES & CO.,**  
100 Kingston Street, Boston, Mass.

#### IMPROVED.

The attention of the Wheelmen and the trade is kindly called to our new Thigh Stocking. The enclosed cut gives a correct description of this stocking and its design, and needs no argument to show that they are the best thing that has been made for holding the stocking in position. They are Ribbed, Jersey-Fitting, and very elastic, regular made, double heel and toes. The form and proportions of the foot, heel, toe, ankle, calf and leg are perfect.

**Browning, King & Co.**

406, 408, 410 & 412

**Broome Street,**  
**NEW YORK.**

The Only Official Tailors to  
the L. A. W.

PRICE LIST L. A. W. UNIFORMS.

COAT, \$8.25. BREECHES, \$5.50.

Cloth, \$2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each

**DON'T**

Botch up your machine with liquid enamel. We will finish your wheel in best baked enamel, and nickel the trimmings, for \$10.00. Parties with '83 Experts, can have their machines fitted with one-piece hollow bars and spades **CHEAP**. Send for descriptions to

**LINCOLN HOLLAND & CO.,**

Worcester, Mass.

**Howard A. Smith & Co.**

Want Agents for their goods in all unoccupied territory.

Agents wanted for a line of machines in all the Counties of New Jersey in addition to their entire line of Sundries.

Second-hand machines from \$25.00 to 95.00.

Immense reductions in prices. Send for lists.

**ORATON HALL, NEWARK, N. J.**

Store and Riding Hall open Evenings.



GET THE BEST!  
THE

**Standard  
Cyclometer.**

Greatly Improved  
for 1889.

No more Rattle.  
Simplest and Best Instrument ever Invented.  
Made for all Safeties.  
Registers 2500 Miles.

**J. A. Lakin & Co.,**

WESTFIELD, MASS.  
Send for Circular.

**SAVE MONEY. Before YOU BUY BICYCLE OR GUN**  
Send to **A. W. GUMP & CO., Dayton, O.,** for Prices. Over 400 shop worn and second hand Cycles. Repairing and Nickeling. Bicycles, Guns and Typewriters taken in trade.

|                  | Factory Price. | Our Price. |
|------------------|----------------|------------|
| <b>NEW</b>       | 48 in. \$50 00 | \$27 00    |
| <b>ACME</b>      | 46 in. 45 00   | 25 00      |
| <b>BICYCLES.</b> | 44 in. 40 00   | 23 00      |

Rubber tires with tool bag and tools.

**Bicycle Dealers**

Should not fail to write

**A. W. GUMP & CO., Dayton, O.,**

if they are in need of any

**Second Hand Bicycles.**

Describe what you want and about what price.

Mention this paper.

**Good Live Agents Wanted**

In every town where these wheels are not already represented. Correspondence solicited.

**GORMULLY & JEFFERY'S**

American Champion Bicycle, American Light Champion Bicycle.  
American Rambler Safety, for either Lady or Gentleman.  
American Challenge Bicycle. American Ideal Bicycle.  
American Ideal Rambler Safety, for either Girl or Boy.  
American Ideal Tricycle. American Challenge Tricycle,  
**AND SUNDRIES.**

**MERWIN, HURLBERT & CO.,**  
**GENERAL AGENTS,**

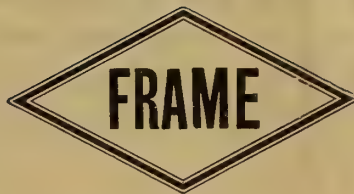
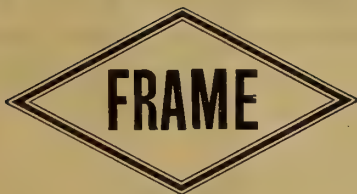
26 West 23rd Street,

**NEW YORK.**

**SENSIBLE LOW-COST HOUSES.—HOW TO BUILD THEM.**

Our new ATLAS, entitled, "SENSIBLE LOW-COST HOUSES—HOW TO BUILD THEM," Now ready. This contains plans, illustrations, and complete descriptions of 56 New, Beautiful, and Cheap Country Houses, costing from \$800 to \$7500. Shows how you can build a \$2000 house for \$1750, and how to make them handsome, convenient, healthy, light, cool, and airy in summer, warm and cheaply heated in winter. Tells intending builders of homes what to do, and warns them what not to do. Describes houses adapted to all climates. \$1.00 by mail. **NATIONAL ARCHITECT'S UNION,**  
927 Chestnut Street, Philadelphia, Pa.





"The  
most popular  
type of frame ap-  
pears to be the DIA-  
MOND."—London Engineer.

"The wholesale manner in which  
DIAMOND FRAMES are now being  
used proves that makers are quick to per-  
ceive the best principles of construction for  
this type of cycle." —The Cyclist.

"DIAMOND FRAMES are more  
to be seen than ever."—Bicycling

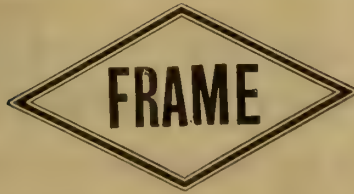
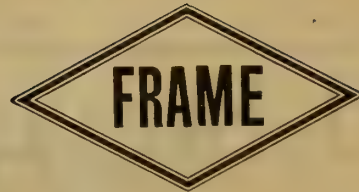
News.  The DIAMOND

FRAME is used in no

American Machine

except the

Victor.





## THE SPECIAL PREMIER SAFETY. An Answer to our Query of the 15th.

Montpelier, Vt., 3, 15, 1889.

Mr. L. H. Johnson,

Dear Sir:—

The Special Premier Safety reached me to-day at the machine shop, in Al order. It was immediately inspected by a number of skilled machinists, who without an exception, pronounced it as handsome and as good a machine as is possible for mechanical skill to devise. The machine is more than I expected; the distribution of metal is a most marked feature of the Special Premier. The construction is such as makes a good ladies' bicycle, while it is equal in appearance to any gentleman's machine. In less than an hour after the machine reached me, your agent received an order for another Premier Safety.

Yours truly,

J. J. Williams.

Prompt delivery. Send for New Catalogue, just out, containing full particulars of this machine as well as the Premier Tandem Safety, Popular Premier Safety, and others.

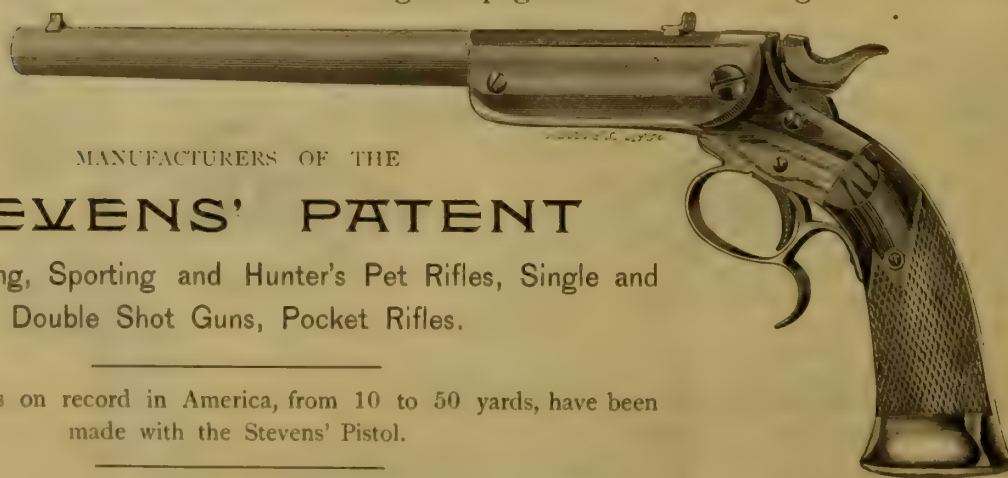
LLEWELLYN H. JOHNSON,

401 and 403 Main Street, Orange, N. J.

## J. Stevens Arms AND Tool Co.

*P. O. Box 4800, Chicopee Falls, Mass.*

Send for our large 52 page Illustrated Catalogue.



MANUFACTURERS OF THE

### STEVENS' PATENT

Breech Loading, Sporting and Hunter's Pet Rifles, Single and Double Shot Guns, Pocket Rifles.

The Best Scores on record in America, from 10 to 50 yards, have been made with the Stevens' Pistol.

### STEVEN'S TARGET PISTOL.

Known throughout the world as possessing unsurpassed accuracy, perfect of form and finish. The professional shots all unhesitatingly select the Stevens Pistols to perform the most difficult feats of markmanship.

**BICYCLE RIFLE.** We have the Lightest and Neatest Bicycle Rifle you ever saw. It will pay you to send for our Catalogue which will only cost you 6 cents.



# FREE TO WHEELMEN.

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## DISTANCE CHART

OF

# Boston and Suburbs,

[A Radius of 25 Miles of Boston.]

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Arranged Upon an Original Plan.

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INVALUABLE \* TO \* WHEELMEN \* AND \* HORSEMEN

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Free to Bicycle Clubs and Wheelmen within 25 Miles of Boston upon  
application to Advertising Department POPE MFG. CO.,  
77 Franklin St., Boston.

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A number of Second-Hand and Shop Worn Machines at very low prices. Send for  
Special List.



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# 3 LEADERS.

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## New Rapids.

Safeties, for Men and Women.

Full Roadster, Straight Wheels,

Light Roadster, Straight Wheels.

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## Quadrant Tricycles.

No. 15. Tandems, for either sex.

No. 8, for Men [record 2:38 on the road].

No. 14, for Women.

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## King of the Road Lamps.

Improved Patterns for Safeties,

Straight Wheels, Tricycles,

And for Everybody.

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*DON'T BUY until you have seen our CATALOG.*

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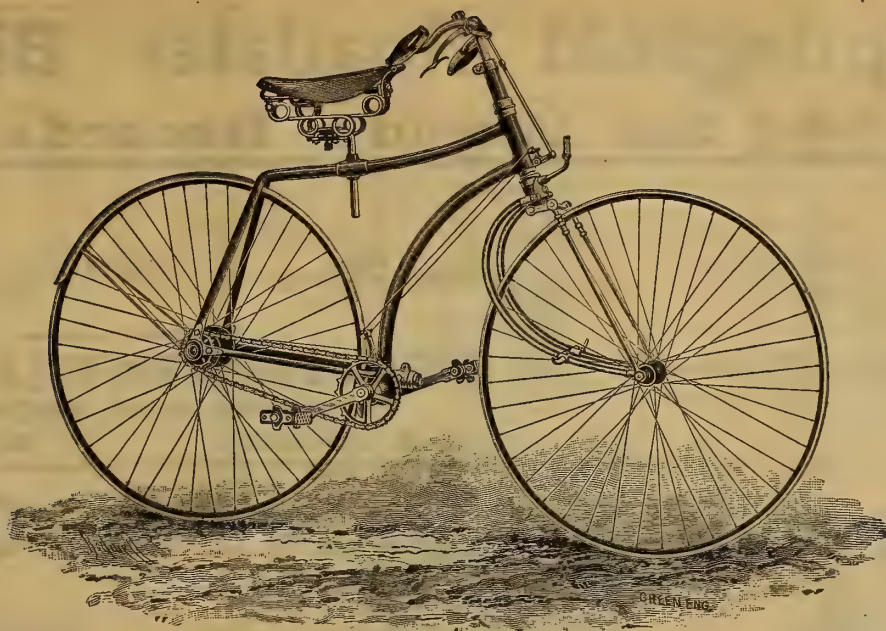
## The Clark Cycle Company, Baltimore.

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If there is no agent for our goods in your town, write for terms.





## English Testimony on an American Invention.

---

Speaking of anti-vibration devices, The C. T. C.  
Gazette (London), for Jan. 1889, says, editorially :

“As bearing upon this matter we may add that no anti-vibrative frame we have yet seen exceeds in efficiency the one used on the ‘VICTOR’ safety--an American invention shown at Harrogate this year. In this the front wheel is mounted in a steel cradle as flexible as whale bone,

while a ball bearing is fitted to every joint.

It is a pity that Messrs. Overman Wheel Co., the makers, do not put it upon the English market, or license some of our manufacturers to make it under royalty.”



# The Springfield Roadster Bicycles

## Hold the World's Records.

|                                               |                                                                    |      |
|-----------------------------------------------|--------------------------------------------------------------------|------|
| No. 1                                         | Wheel, plain and cone-bearing, 50-inch,                            | \$75 |
| No. 2                                         | " ball-bearing, 50-inch, - - -                                     | 100  |
| No. 3                                         | " plain and cone-bearing, 46-inch,                                 | 75   |
| No. 4                                         | " ball-bearing, 46-inch, - - -                                     | 100  |
| No. 5                                         | " ball-bearing, 50-inch, - - -                                     | 110  |
| This wheel has tangent spokes and hollow rim. |                                                                    |      |
| No. 6                                         | Wheel, ball-bearing, 46-inch, - - -                                | 110  |
| This wheel has tangent spokes and hollow rim. |                                                                    |      |
| No. 7                                         | Volant Safety, 31 and 30-inch diameter wheels, ball-bearing, - - - | 115  |

SPEED,

SAFETY,

1889

Catalogue Now Ready.  
Sent Free.

BEAUTY,

DURABILITY

SPRINGFIELD BICYCLE MFG. CO.,

178 Columbus Avenue, BOSTON, MASS.

Headers Impossible.

Best Hill-Climbers.

# Schoverling, Daly & Cales,

AGENTS FOR

**New Mail,**  
**VINEYARD, IDEAL**  
and other Bicycles.



AGENTS FOR

Wright & Ditson's  
**LAWN TENNIS,**  
A, J, Reach Co.'s  
**Base Ball Goods.**

302 BROADWAY, NEW YORK.

## REPAIRS.

We have the only complete

### Bicycle Repair Shop

In New York State. To the usual equipments required in doing a first-class Bicycle Repair Business we have lately added a large

### ENAMELING FURNACE,

Which enables us to produce a finish in every respect equal to that of the best factories.

We are prepared to do

### Bicycle and Tricycle Repairing

Of every description on short notice at prices as low as good material and first-class work will permit. A specialty made of Nickel Plating, Enameling difficult class of Brazing, &amp;c. Satisfaction guaranteed. Correspondence solicited.

### HARRIS & HABERER,

Successors to

E. N. Bowen's Bicycle Repair Business,  
585 Main Street, - - Buffalo, N. Y.

### DO YOU WANT

to receive thousands of  
Cards, Catalogues, Pictures, &c., free by mail? Do  
you want to keep posted? Do you want to get the  
largest mail that comes to your office? Do you  
want good chances to make money? If you do, send  
us Ten Cents, silver or stamps, and have your name  
inserted in the Agents' Record; it is sent to Pub-  
lishers, Novelty Dealers, Card Cos. and Manufactur-  
ers all over the U. S., and they will send you Samples,  
&c. Address: Business Record, 150 La Salle Street,  
Chicago.

Official Outfitters to the League of American Wheelmen.  
Authorized by the Uniform Committee,

*Elmer W. Johnson*  
*A. Malcolm Beckwith* Committee.  
*E. J. Quinn*

## Browning, King & Co.

Official Tailors of the L. A. W.



406, 408, 410 &amp; 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, \$8.25, BREECHES, \$5.50.

Cloth, \$2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

## A. G. Spalding & Bros.

Makers of the Official L. A. W. Sundries.

|                   |                                                                           |      |
|-------------------|---------------------------------------------------------------------------|------|
| <b>Caps.</b>      | League Regulation.....                                                    | 1.25 |
| <b>Shirts.</b>    | League Regulation.....                                                    | 2.00 |
|                   | No. XX Fine Cheviot for hot<br>weather wear.....                          | 1.00 |
| <b>Stockings.</b> | Our celebrated Linen<br>Sole Stocking, League<br>color.....               | 1.00 |
| <b>Belts.</b>     | No. X Silk, Edge's League color,<br>white centre, Snake Buckle.....       | .50  |
|                   | No. XX Worsted Solid, League<br>color, Snake Buckle.....                  | .40  |
| <b>Shoes.</b>     | Our new L. A. W. Kangaroo Shoe,<br>hand made, light, strong, elastic..... | 5.00 |
|                   | No. 1, Canvas, leather trimmings.....                                     | 3.50 |

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits

## A. G. SPALDING & BROS.,

241 Broadway, New York.

108 Madison St., Chicago.



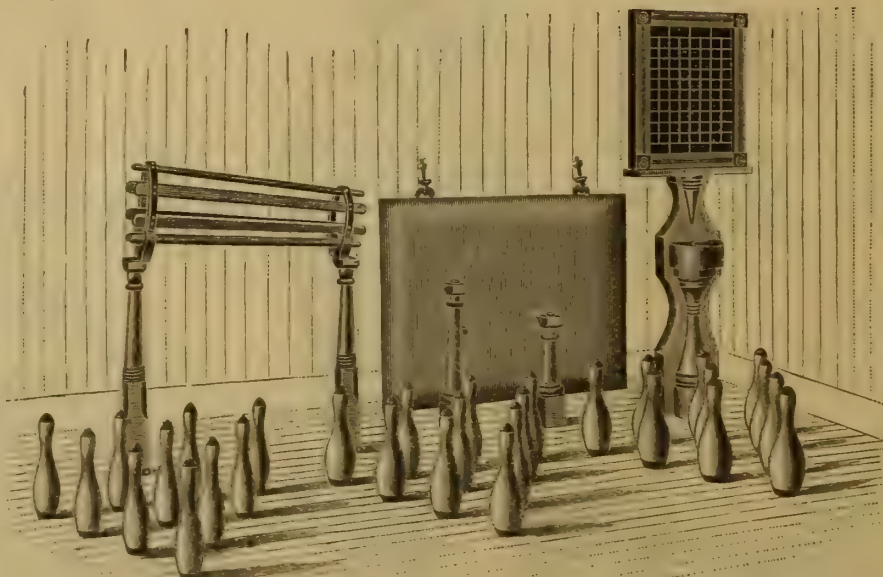




# BOWLING ALLEYS

Erected in any part of the country.  
Full particulars on application.

# STANLEY DARD



Complete outfits of  
**GYMNASTIC APPARATUS.**  
Catalogue free to Clubs.



## LOCKERS

Kept in stock to fill orders.  
Set up in sets of 10, at prices  
from \$1.00 to \$2.50 per locker,  
with locks complete.

Write for Prices.

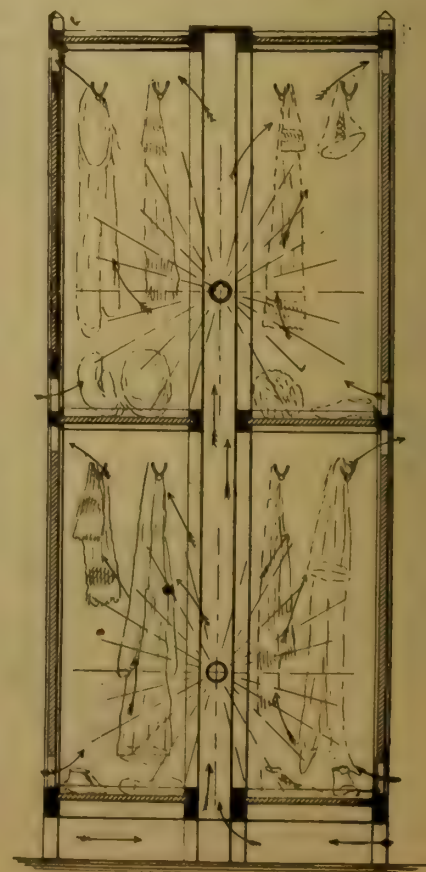
## CHEST WEIGHTS

For Home Exercise.

Manual Free.

**Narragansett  
Machine Co.,**

GYMNASIUM OUTFITTERS,  
**40 SPRACUE ST.,**  
Providence, R. I.





WARWICK CYCLE MANUFACTURING CO.,

SPRINGFIELD, MASS.

# WARWICK PERFECTION.

WEIGHT 49 POUNDS.



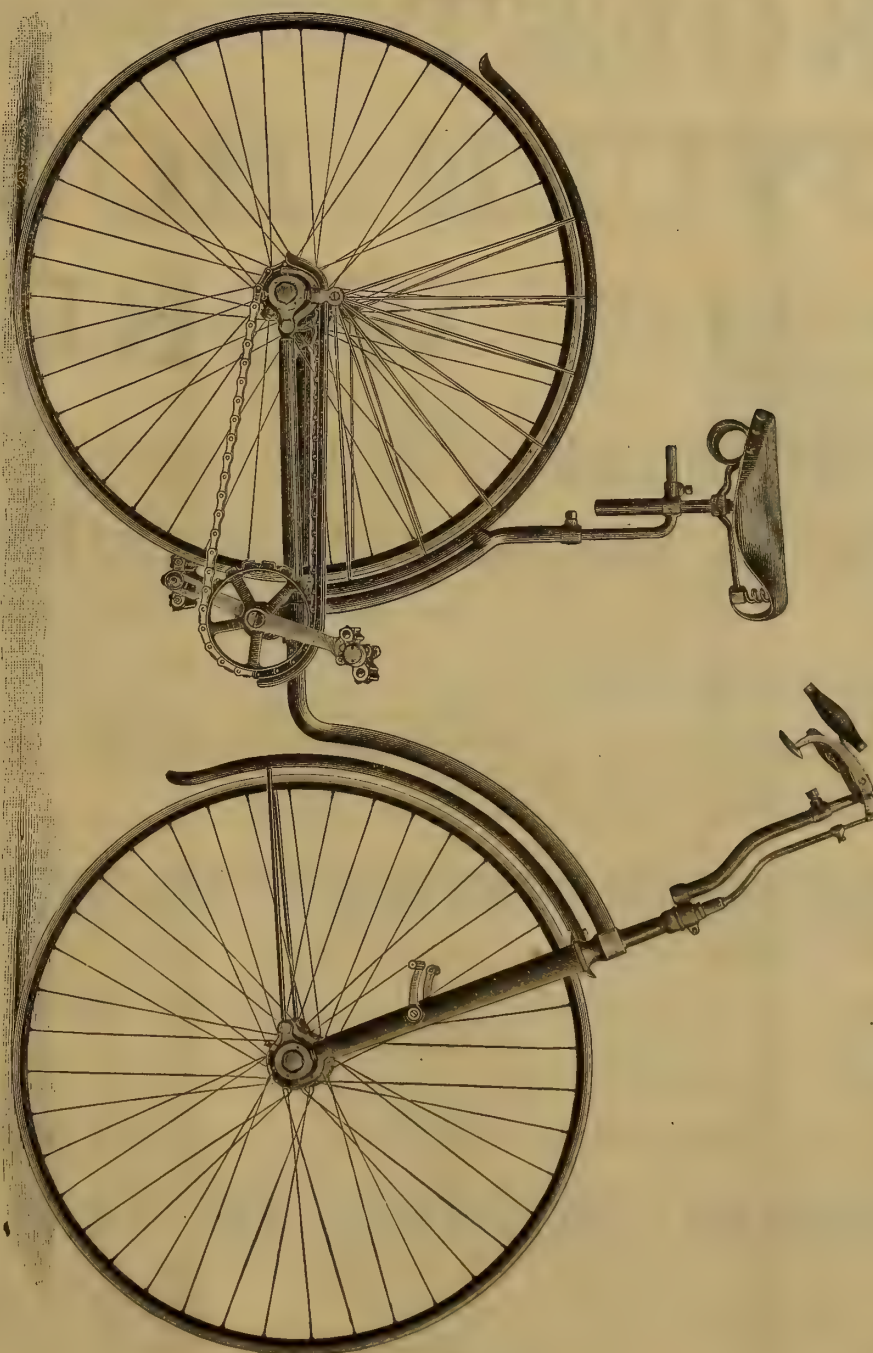
As perfect of control as a Tricycle.



Adjustable for all Sizes.

THE BEST ON EARTH.

SEND FOR CATALOGUE.



A forged hardened steel chain guaranteed to stand a

**3000 POUNDS STRAIN.**

THE BRAKE EFFECTIVE AND OUT OF SIGHT.

“THE ONLY MACHINES FOR LADY OR GENTLEMAN.”

ABSOLUTELY WROUGHT STEEL THROUGHOUT—NO CASTINGS.

THE PERFECTION OF CYCLE MECHANISM,

A. KENNEDY CHILD, Supt. of Agency.



# THE WESTERN ARMS & CARTRIDGE CO.

47 and 49 STATE STREET, CHICAGO.

## **LARGEST** And most complete equipped **BICYCLE HOUSE** IN THE **WORLD.**

**New, Rapid and Quadrant** BICYCLES, TRICYCLES, SAFETIES (Men's and Ladies')

Singer Cycles, Bikes, Trikes, Tandem Safety Bikes, and Tandem Trikes.

The Coventry Machinists Co., Limited. The "Rational" Bicycle, Safeties and Tandems. The "Star" Ordinaries and Rover Safeties. The "Dauntless" Safety, and Boys' "Rugby" Safety.

### YOUTHS' AND CHILDREN'S BICYCLES AND TRICYCLES.

|                                                                                 |         |
|---------------------------------------------------------------------------------|---------|
| Men's Safety, Rugby, No. 1, Ball Bearing, all-round Pedals and Axles, . . . . . | \$85 00 |
| Men's Safety, Rugby, No. 1, Balls to both wheels <i>only</i> , . . . . .        | 70 00   |
| Boys' Safety, Rugby, No. 2, Plain Bearings, Extra Quality, . . . . .            | 40 00   |

LARGE AND COMPLETE REPAIR DEPARTMENT. ALL PARTS KEPT IN STOCK.

### ONLY RIDING SCHOOL IN THE WEST.

Large and Complete Line of Sundries and Bicycle-Fittings.

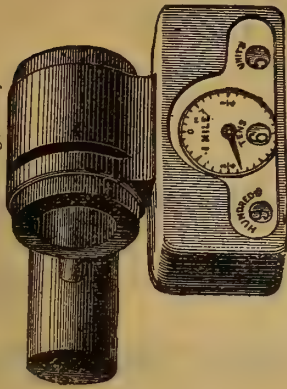
Catalogues on Application.

Applications for Agencies will receive our Prompt Consideration.

**Cycle Department, Western Arms and Cartridge Company.**



Patented Feb. 15, 1887.



Ordinary Bicycle, \$10.00  
Safety Bicycle, \$11.00

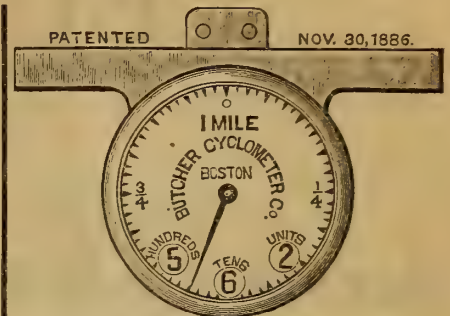
## All the Accepted Road Records

Were measured with, and thousands of the best  
wheelmen use only the

## BUTCHER CYCLOMETER.

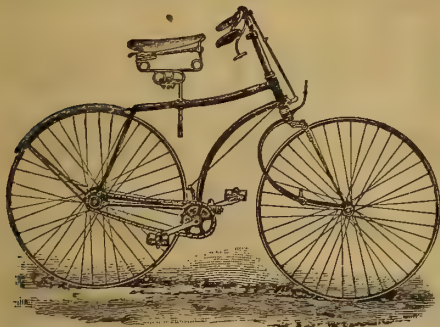
SEND FOR CIRCULAR TO THE

**BUTCHER CYCLOMETER CO.,**  
338 Washington Street,  
BOSTON, MASS.



Many riders demand a spoke  
cyclometer. We furnish same  
free by mail on receipt of

PRICE, - - - \$5.00



Mails, &c. A very fine assortment of Second-hand Machines always on hand. **Do not fail to send for our Bargain List of such, before purchasing. List FREE upon application. Repairing in all its branches. Difficult Repairing a Specialty !!**

### RENTING! NICKELING! ENAMELING!

City Agents for the H. B. Smith Machine Co., makers of the celebrated Pony Special Star, 39x24, Star Safety, &c.

Uptown Agents for Mess. A. G. Spalding & Bros. A complete stock of their unexcelled Sporting Goods.

## New York Bicycle Co.

No. 8 Warren St.--No. 4 East 60th St.  
**NEW YORK,**  
DEALERS IN

## New & Second-hand Wheels Of Every Description.

### Full Line of Cycling Accessories

Wheels Bought, Sold and Exchanged. Old  
mounts taken in Part payment for new Victors,  
Stars, Rapids, Clubs, Columbias, Eagles, New

Mails, &c. A very fine assortment of Second-hand Machines always on hand. **Do not fail to send for our Bargain List of such, before purchasing. List FREE upon application. Repairing in all its branches. Difficult Repairing a Specialty !!**

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## PUNNETT, Merchant Tailor & Athletic Outfitter,

98 & 100 West Ave., Rochester, N.Y.

Use Punnett's Jersey Cloth Garments,  
and you will always be neatly and com-  
fortably dressed. Club Uniforms a specialty.

Be sure and send for Samples and Blanks.

### Tricycles and Tandems.

Columbia Light Roadster, used one year, \$90.00;  
Singer, very good, \$85.00; Marlboro' Light Roadster,  
new last fall, excellent, \$115.00; Columbia Tandem,  
excellent, \$150.00; Marlboro' Tandem, '88 pattern, as  
good as new, \$105.00. The above are great bargains,  
and will only be sold for cash. Should you propose  
purchasing a Tricycle you will find it advantageous to  
write.

**WHITTEN, GODDING & CO.,**  
PROVIDENCE, R. I.

## PATENTS

procured in the U. S. and  
all foreign countries.  
Cycle inventions a specialty.  
Reduced rates to members  
L. A. W. Pamphlet free. HENRY CALVER,  
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Of all kinds, and parts and sundries for all make  
machines at lowest rates. Shop worn and Second-  
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gains. Send for catalogue of the American Cycles.  
Rear Driver Safeties from \$12 upward.

### MURRAY'S,

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Vacancies remain for the

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Write or telegraph at once to

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Buy no more  
Ready-made.  
Send 6c. for Season-  
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measure by our simple  
rules, and order our  
Celebrated \$3  
Custom-Made  
Pants, or finer goods, \$3 to \$8, by mail or ex-  
press.  
Coats, \$8, Vests, \$2.25, to match Pants.  
Full Suits, \$13.25 to \$30, Overcoats,  
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Bicycle Uniforms a Specialty.  
Send 6c. for Samples.

**BAY STATE PANTS CO., Custom Clothiers**  
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(Late Foreman Rudge Agency Repair Shop,)

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### BICYCLES

Psycho or Singer Safety 145  
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Ladies' Psycho, 145  
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Singer Safety, 135  
Ladies' Singer, 135  
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Wanderer Safety, 35  
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Send for catalogue.  
We give you the best  
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## REPAIRERS If you want SPOKES. RIMS. TOOLS. PARTS.

Write to BROWN BROS. MFG. CO., CHICAGO, ILL.



## BUT A WORD.

The twelfth season since we began the sale and manufacture of bicycles has just opened, and it is particularly appropriate and opportune at this time to extend to the American wheelmen our most sincere thanks for their magnificent patronage and uniform courtesy. We have always believed wholly in high grade machines, considering that only the highest grade machine is economical, and the Columbia factory has never turned out any bicycle, tricycle, or safety which has not been the result of our honest endeavor to present to the American wheelmen machines as near perfection as modern mechanical skill could produce. Our endeavors have always been appreciated by the majority of American wheelmen, who agree with us that a poorly made bicycle, even though sold at a seemingly low price, is a poor investment, and with their advice and hearty co-operation, we, for the twelfth time, present a new season's line of Columbias.

The cyclers' obedient servants,

POPE MFG. CO.



## Read & Remember,

That Ladies can learn to ride  
the Ladies' Safety Bicycle at

**ADELPHI HALL,**

52d Street and Broadway,

**NEW YORK.**

Only a few lessons necessary  
to become proficient.

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instructors in charge.

Lessons private, only two pu-  
pils on the floor at one time.

Floor 80x100, affording ample  
space for satisfactory instruc-  
tions and practice.

Gentlemen also instructed in  
the use of the safety or regular  
bicycle.

Classes now forming.

Engagements for lessons may  
be entered in advance, and  
special hours reserved.

Applications for lessons should  
be made at my office.

Send for further particulars  
and terms.

**GEO. R. BIDWELL,**

313 W. 58th St.,

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## TIME PAYMENTS.

Write to us for information in regard to  
the installment plan. New or Second-hand  
machines sold on the above arrangement.

**ST. LOUIS WHEEL CO.,**

311 N. 14th St., - - - St. Louis, Mo.

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**Cycle Dealer & Repairer,**

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\$3.00

\$3.00

**Toulmin's Buffalo Bicycle Shoe,**

Made only of Genuine Kangaroo, 3.00.

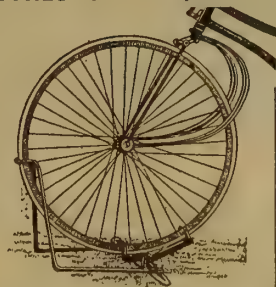
Liberal Discount to Bi. Agents. Write for 1889 cir-  
culars of Bicycle and Base Ball Shoes.

**W. B. TOULMIN, Buffalo, N.Y.**

## FOR YOUR SAFETY.

**The BUFFALO SAFETY BICYCLE STAN**

Firm, Strong, Portable.



Price, \$1.00.

**A. G. SPALDING & BROS.,**

Sole Agents,  
NEW YORK AND CHICAGO.

The trade supplied.



One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for  
holding the oil, fitted at the top with an Acme tip,  
which can be unscrewed when it is desired to refill the  
oiler. A cap of the same diameter fits over the top.  
Only throws a small quantity of oil at a stroke. Best  
and neatest in the world. Handsomely nickel plated.  
For sale everywhere, or sent by mail on receipt of  
price, 50 cents each. CUSHMAN & DENISON,  
144 and 146 Greenwich street, New York.

## BARCAIN LIST.

**Second-hand Bicycles, Tricy-  
cles, Tandems, Safeties, &c.**

FOR SALE BY

**Charles Schwabach,**

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| No. | BICYCLES.                                                                                                                                                                     | Price.  |
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| 79  | 42-inch Ideal, Plain Pedals, Enameled, Fair order.....                                                                                                                        | \$15.00 |
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| 86  | 48-inch Star, Noiseless Ratchets, Enamel Finish, Cowhorn Bars, Tires good.....                                                                                                | 65.00   |
| 87  | 48-inch Expert Columbia, Enamel Finish, Cowhorn Bars, Double Grip Handles, Ball Bearings, Kirk Saddle, At condition.....                                                      | 100.00  |
| 88  | 49-inch Columbia Light Roadster, never ridden, used as a sample, '87 pattern, little shop-worn, all balls, same as new, warranted.....                                        | 110.00  |
| 89  | 50-inch Union, Enamel and Nickel Finish, all in good order, Plain Bearings and Pedals, Alarm Bell.....                                                                        | 35.00   |
| 90  | 50-inch Premier, Plain Pedals, Cowhorn Bars, Enameled Finish, and in good order, Lillibridge Saddle.....                                                                      | 50.00   |
| 91  | 50-inch Columbia Standard, Plain Pedals, Cowhorn Bars, Lillibridge Saddle, Nickel Backbone and Forks, in tip-top order.....                                                   | 50.00   |
| 92  | 50-inch Expert Columbia, Enamel Finish, Kirk Saddle, Cowhorn Bars, Ball Bearings, Double Grip Handles, all in best order.....                                                 | 100.00  |
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| 100 | 52-inch New Mail, Enamel Finish, Nickel trimmings, Ball Pedals, Tangent Spokes, Hollow Cowhorn Bars, Ball Head and Wheel has only been ridden 15 miles, and a bargain at..... | 100.00  |
| 101 | 54-inch Expert Columbia, Enamel Finish, Cowhorn Bars, Ball Bearings, Kirk Saddle, all equal to new.....                                                                       | 100.00  |
| 102 | 54-inch Standard Columbia, Half Nickel, Straight Bars, Ties in very fair order....                                                                                            | 30.00   |
| 103 | 54-inch Standard Columbia, same as above.....                                                                                                                                 | 30.00   |
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## TERMS CASH.

Machines sent C. O. D. on approval on receipt of freight charges both ways and cost of crating.

**MACHINES TO RENT** by the DAY, WEEK or MONTH.

Repairing a Specialty, all work done on the premises.

Sole Agent for

**New Mail, Columbia and Club Bicycles, Tricycles and Safeties.**

All Branches of the Bicycle Business, Riding Academy with competent instructor, perfect riding guaranteed. All Sundries and Parts for Sale. It will pay you to send or call before buying elsewhere.



**Testimonials.**

OWOSSO, Mich., Feb. 19, 1889.

H. B. SMITH MACHINE CO.

Gentlemen—The bicycle has done extra good work and has been over all kinds of roads without repairs. Yours very truly,  
FRANK J. WOODARD.

WESTERLY, R. I., Feb. 11, 1889.

H. B. SMITH MACHINE CO.

Gentlemen—I am very highly pleased thus far with the 39 inch, as a road machine. It

MARVA, Ill., Dec. 7, 1888.

H. B. SMITH MACHINE CO.

Sir—I have rode a crank wheel for 12 years, but last season I bought a Star; I would not give it for any wheel I was ever on, for all round riding and tricks.

Yours respectfully,

SILAS LONG.

JACKSON CENTRE, O., Aug. 21, 1888.

H. B. SMITH MACHINE CO.

Dear Sir—I can say in regard to the wheel

CHESTER, Pa., Dec. 7, 1888.

THE STAR MFG. CO.

I have been riding a 51-inch American Star for the past few months, and find it a constantly increasing source of pleasure. I am city editor of the *Chester Times*, and find my wheel valuable in reaching suburban points quickly. A friend also began riding a crank when I started in on my Star; has three times broken his handle-bar by headers, while I haven't spent a dollar for repairs to my machine, and it is an old wheel, while his is new.



### THE NEW STAR, 39x24

is a better hill climber than any machine I have ever before ridden, for all I can see it is just about as speedy as the larger sizes, and I am astonished to find so slight a difference if any, in the jar on rough roads.

Very cordially yours,  
DR. J. HOWARD MORGAN.

(Star) that it is the lightest running, best hill climbing, and speediest wheel I have ever ridden, and I have tried both the "crank" and lever wheels. Yours respectfully,

J. E. MERANDA.

This in brief is my experience with a Star, and though it is of the old pattern I wouldn't exchange with any one of the other fellows. If you wish to use this as a testimonial I have no objections. Very truly yours,

T. W. ENTWISLE.

## 1889 Machines Ready for Market.

Catalogue Free. Address

H. B. SMITH MACHINE CO.,

Smithville, N. J.



# MANUFACTURERS OF SAFETIES AND ORDINARIES.

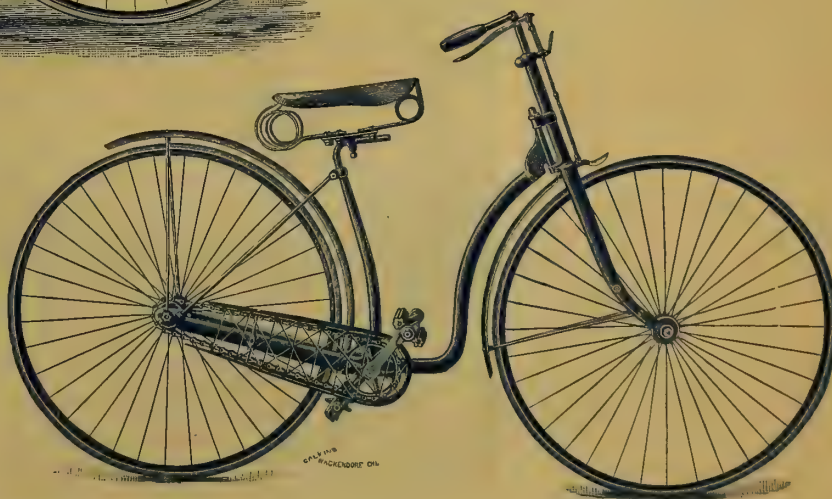


30 inch "National" for  
Men made in two grades.

Price, \$75 and \$90.

Ladies' 30 inch "National."  
Price, \$75 and \$90.

Girls' 26 inch.  
Price, \$45.



Boys', 24 in. "Electrics," Price, \$35

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Dealers will be furnished with Catalogue and Discounts upon application.



FACTORY, 784 to 794 MADISON STREET, CHICAGO.





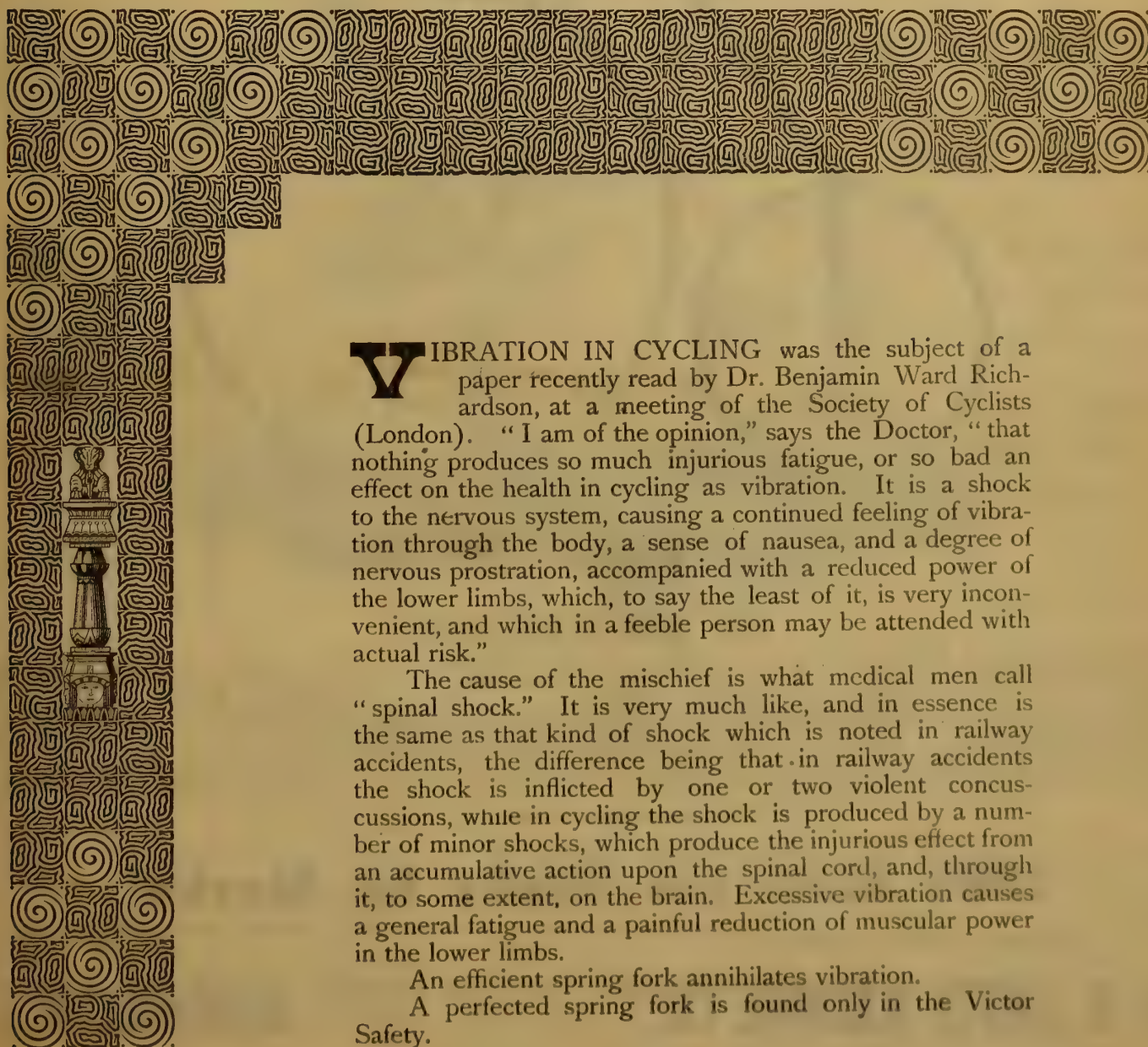


# FOUNDED THE 1878 BICYCLING WORLD & BULLETIN. DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.  
5 cents a copy.

BOSTON, 5 APRIL, 1889.

Volume XVIII.  
Number 23.



**V**IBRATION IN CYCLING was the subject of a paper recently read by Dr. Benjamin Ward Richardson, at a meeting of the Society of Cyclists (London). "I am of the opinion," says the Doctor, "that nothing produces so much injurious fatigue, or so bad an effect on the health in cycling as vibration. It is a shock to the nervous system, causing a continued feeling of vibration through the body, a sense of nausea, and a degree of nervous prostration, accompanied with a reduced power of the lower limbs, which, to say the least of it, is very inconvenient, and which in a feeble person may be attended with actual risk."

The cause of the mischief is what medical men call "spinal shock." It is very much like, and in essence is the same as that kind of shock which is noted in railway accidents, the difference being that in railway accidents the shock is inflicted by one or two violent concussions, while in cycling the shock is produced by a number of minor shocks, which produce the injurious effect from an accumulative action upon the spinal cord, and, through it, to some extent, on the brain. Excessive vibration causes a general fatigue and a painful reduction of muscular power in the lower limbs.

An efficient spring fork annihilates vibration.

A perfected spring fork is found only in the Victor Safety.



**Testimonials.**

WEST RANDOLPH, Vt., Sept. 21, 1888.  
H. B. SMITH MACHINE CO.

Dear Sirs—Enclosed find check to balance account for 39x24 Star. It is the best wheel I ever rode. Have surmounted hills that no one ever thought could be ridden, and generally confirmed the other safety riders as to speed as well. Yours truly,

L. P. THAYER.

to speed I think there is little if any difference. Truly yours,

FRANK C. BLODGETT.

NORWICH PHARMACAL COMPANY.

Laboratory and office E. Main St.

NORWICH, N. Y., March 25th, 1889.

H. B. SMITH MACHINE CO., Smithville, N. J.

Gentlemen—I ride a 48-inch Special, and am more than suited with it. This is the third season and it is as sound as a new wheel. I never had a spoke grip on it yet.

Yours truly,

M. P. GREEN.

easiest wheel up hill I ever rode, and under favorable conditions has lots of speed. If you had only got this 39x24 out before the "Safety craze" struck us there would have been no limit of its sale.

Yours,

D. B. BONNETT.

PORTLAND, Me., March 11th, 1889.

H. B. SMITH MACHINE CO.

Dear Sirs—Having disposed of the 39x24 Special Star we received from you the first of the year, and having proved by practical trial over our snowy streets that it is all you

**THE NEW STAR, 39x24**

Mohegan Lake School, PEEKSKILL, N. Y.  
H. B. SMITH MACHINE CO.

Dears Sirs—My new 39-inch Star arrived yesterday, and it is a beauty. I gave it a good trial, and find that for the rough, sandy, hilly roads which surround this place, it gives me better satisfaction than my 45. As

414 South Broad St.,

ELIZABETH, N. J., March 16th, 1889.

H. B. SMITH MACHINE CO.

Gentlemen—Star received on the 14th.

Handle bar and brake lever very satisfactory.

This is quite a machine, I like it better than either the 45 or 48-inch Star; it is the

claim for it; we take pleasure in ordering two more, which we desire for our own use. We want 39x24, 2-3 nickel, with balls, front and Hollow Spade Bar. You may send us one of the large size leather touring bags when you ship wheels. Yours truly,

SIMONS & DOW.

**1889 Machines Ready for Market.**

Catalogue Free. Address

H. B. SMITH MACHINE CO.,

- - -

Smithville, N. J.



# The John Wilkinson Co.

55 STATE STREET, CHICAGO,

DIRECT IMPORTERS OF THE NEW

## STARLEY ROVER,

The Handsomest Safety in the American Market. The Highest Possible Grade in every Particular. Absolutely the Most Elegant Ladies' Bicycle ever Produced, and equally as desirable for Gentlemen.

Holds the World's Record of Half-mile ON THE ROAD in 1 Min. 9 2-5 Seconds.

PRICE, STANDARD FINISH, - - - \$115.00.

NICKELED (except Wheels), - \$125.00.

Our Line of American Wheels is the Most Complete in the West, including the following Leaders:

### SAFETIES.

Am. Rambler.  
(Ladies' or Gents'.)  
Am. Ideal Rambler  
(Youths' or Misses'.)  
National.  
(Ladies'.)  
National.  
(Gents'.)  
National.  
(Youths'.)  
National.  
(Misses'.)  
Princess.  
(Ladies'.)  
Crescent.  
(Gents'.)  
Little Fairy.  
(Children's'.)



### ORDINARIES.

Am. Light Champ.  
Am. Champion.  
Am. Challenge.  
Am. Ideal.  
National.  
Rival.  
Wilkins'n Roadst'r  
Wilkinson Special.  
Wilkinson'Youths'.

American Challenge Tandem and Single Tricycles. Full Line of Children's Tricycles and Velocipedes.

All Goods pertaining to the wants of Wheelmen.

SECOND-HAND BICYCLES TAKEN IN EXCHANGE FOR NEW. DIFFICULT REPAIRING  
AND FIRST-CLASS NICKEL PLATING AT MODERATE PRICES.

See our complete Spring Catalogue before placing your orders for the coming season.

ACTIVE AGENTS WANTED FOR THE ROVER SAFETY.

THE JOHN WILKINSON COMPANY,

55 State Street, Chicago.



## SHALL WE HAVE ROAD RACING?

*Editor Bicycling World:* The announcement that Missouri's Legislature has sent to be engrossed a bill to prohibit road racing, brings to the surface the question of whether or not cyclists should not as a body, by word and example, discourage this abuse of our highways. The very wording of Missouri's bill may cause to those who are not racing in competition but are indulging in a burst of speed, a judicial investigation and serious annoyance. I appreciate the certain value road racing possesses and its influence upon the trade. I know that much benefit has resulted from the convincing proofs of the speed and capacity of cycles when well ridden; but the question to be considered is, What on the whole is the best for the largest number. It must be admitted that the use of highways for racing is an abuse of them. The public has, hitherto, been exceedingly indulgent; but with the increase in the number of road races and the large entries, we may expect opposition. The most likely form of this opposition will be in restricted legislation enactments. It should be always born in mind, that ninety-nine wheelmen out of every hundred are not personally interested in racing, and only ask to be allowed to use the roads in common with others and in a proper and rational manner. Nothing will do more harm to the sport than to have it under constant police supervision. To make the public an enemy by the abuse of our undoubted rights, and I contend that road racing is an abuse of them, will put us upon the defensive—a position wheelmen cannot afford to occupy. The League should discourage and, if possible, prevent open road races, especially for the short distances. The dealers, too, if they will consult their best interests, should not encourage this abuse by promoting road competitions. X. Y. Z.

## THE ORDINARY vs. THE SAFETY.

*Editor Bicycling World:* I have been in the wheelman's harness for something like six years, and I have watched with much interest the fluctuations of the cycling mind. Some cyclers seem to have the bump of variability particularly prominent; their satisfaction with any particular machine appears to be of not exceeding a year's duration. This vacillating opinion and practice is particularly noticeable this season, which has marked what enthusiastic Safety riders call "The Beginning of the Age of Safeties." Frequent articles appear in the cycling and secular press, from which one would gather the idea that the Safety bicycle is to be the bicycle of the future, and that the ordinary crank machine would be ridden into an ignominious grave. I have taken pains to make inquiries and while I find there is a great demand for Safeties among the older and timid riders, the great majority of the wheelmen will ride the crank machine this season, and will probably ride that machine until they become old and will then descend to the safety. Do not understand that I intend to say anything against the advantages of the Safety; for I consider that the Safety has advantages over the crank machine, as much as I consider that the crank machine has advantages over the Safety. Both of the machines have their mission, but that the Safety is generally taking the place of the crank machine, except under peculiar conditions, is not so, and any statement to that effect is born of sentiment and prejudice, and cannot be substantiated by present or apparent fact. For the majority of American wheelmen the crank machine is the machine to ride: the rider looks better on it, there is less friction to it, and consequently I hold that it must ride easier than the Safety machine.

A MIDDLE-AGED RIDER.

MR. O. S. BARRETT of Adrian, Mich. was, during the Rebellion, a lieutenant in Co. B, 4th Mich. Vols. At Gettysburg, he was shot in the legs, the ball breaking the bones and shattering the nerves. Rheumatism and neuralgia set in, resulting in paralysis of both legs and hips. Some ten years ago, it was suggested that he buy a Singer Velocimen; as to the result we will allow Mr. Barrett to tell his story in a letter written to Mess. Singer & Co.

I have used the Tricycle Velociman two years and a half. It is a hand power exclusively, not being able to use my feet. I have been run into by a run-away horse and vehicle. The left big wheel was twisted out of all semblance of a wheel, yet nothing was broken except two or three spokes were twisted off. I had it repaired by Frank McKinster, a mechanic here who, by the way is capable of building a cycle. It has been examined by experts; they could not tell it had been delapidated from its appearance. I speak of this to show the good qualities of the material of which it is composed. I will say to any who are unfortunate like myself, they will not learn what a genuine pleasure is until they mount a velociman and perambulate their surroundings. It is exhilarating, especially in the bloom of springtime. My condition is such I have to be put upon my steed, and also lifted off, and a rail around my seat to hold me in place. I have but imperfect use of my arms, yet I can make a speed of 6 to 8 miles an hour on average according to track; a strong man can make ten miles an hour. I would not change it for the best equine and phaeton to be found. This statement is for no boom, but facts."

FROM EASTON, MD.—It will not be many weeks before a bicycle club is organized in Talbot County. There are about twenty-five riders here. It is probable that the cyclers all over the Eastern Shore, which has over a hundred riders, will form a subdivision of the Maryland Division L. A. W. Baltimore City should have, they claim, the Chief Consul and one Representative, the Vice Consul should go to Western Maryland, and the other Representative should be from this side of the Chesapeake. Few members are at present members of the L. A. W., they say they cannot see what benefit they will derive!!

PROF. E. C. KLIPSTEM astonished the natives of Springfield, Mass. recently by pedalling down their Pig Alley Hill and riding over 12 inch logs, "just to test the Warwick Perfection, he says.

Who has not heard of Nicoll, the Tailor, one of the best known clothiers of the United States, with branches in every city of the Union, announces with this issue a new departure, viz: "a specialty of making uniform suits." He has purchased a large line of cloths suitable for uniforms and expects a big demand for them. His announcement on another page is short and crisp, and will, no doubt, meet with the approval it merits. Branches—72 Washington st., Boston, Mass.; 50 Asylum st., Hartford, Conn.; 615 & 617 Pennsylvania ave., Washington, D. C.; 313 Smithfield st., Pittsburgh, Pa.; 67 E. Main st., Rochester, N. Y.; Headquarters, 145 & 147 Bowery, and Broadway & 9th st., N. Y. The same prices rule in all the branches.

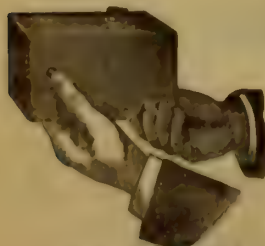
THE Star received the first prize in the Melbourne, Australia, Exhibition. This is certainly a fact over which the H. B. Smith Machine Co. are naturally gratified.

MR. H. G. PRIEST, of the Quadrant Tricycle Co., is now in Boston. We refer our readers and the importers to the advertisement of the Quadrant Co.

The White Cycle Co. will have their catalogue out in a few days. All dealers and wheelmen should have one. Address Westboro, Mass.

THE Pope Mfg. Co. has opened a riding school at 47 Franklin st., Boston.

## THE KODAK CAMERA---FOR WHEELMEN.



Price, \$25.00.

THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and pressing a button.

One Hundred instantaneous views may be made without reloading, and a knowledge of photography is unnecessary. The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The "Kodak" is an article which every wheelman should possess, and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

Send for copy of Kodak Primer, containing Kodak photograph.

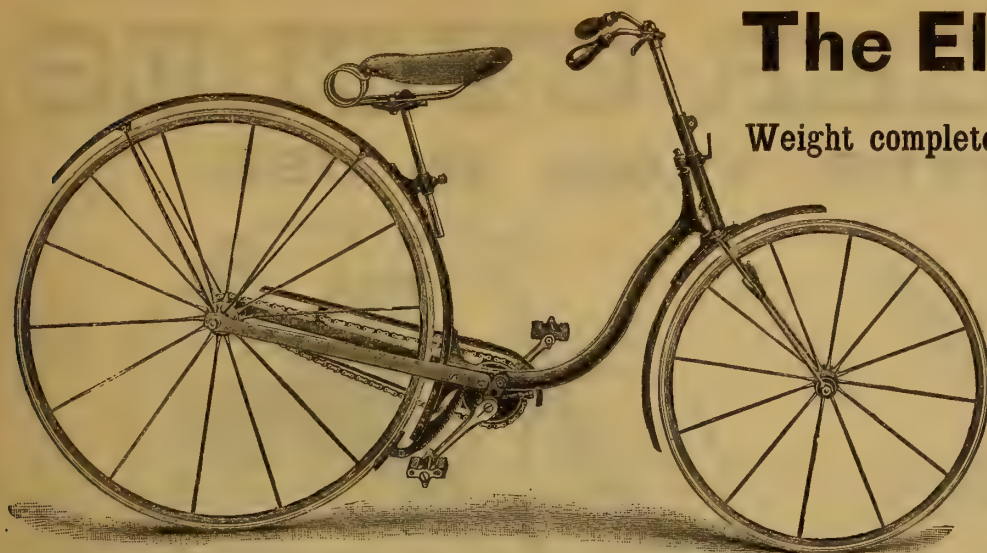
**The EASTMAN DRY PLATE AND FILM CO**  
**ROCHESTER, N. Y.**



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street, BROOKLYN, N. Y.





# The Elliott Safety

Weight complete, 42 pounds. Price, \$90.00.

Having a brace rod in a bicycle when it is to be ridden by a 125-pound man or boy, and taking it out to accommodate a 175-pound woman, reminds us of a gentleman who made a hole in his cabin door large enough for the *cat*, and along side of it a smaller one for the *kitten*.

## The Hickory Bicycle

Is strong enough for any rider of either sex. We claim that when a machine is in the best shape for a lady it is best for *anybody*.

**STERLING CYCLE CO.,**

NEWTON, MASS.



## THE BEST SAFETY STAND EVER INVENTED.

Weights but 3 pounds, is too small to be seen, and sells for 60 cts.

**KIRK BROWN,**  
18 So. Broad Street, Philadelphia,

## The Improved Buffalo Stand

IS NOW READY.

This stand holds Ordinaries and Stars, and two of them will hold a Safety. The price is 30c. Discount to dealers.

**KIRK BROWN,**

No. 18 So. Broad St., Philadelphia.

**SEND FOR LIST OF**

## Second-Hand Wheels,

With terms of Easy Payments, to

**KIRK BROWN,**

18 So. Broad St., - Philadelphia.

## Howard A. Smith & Co.

Will appoint Agents for their immense line of Sundries in all unoccupied territory.

### SPECIALTIES.

Bundle Carriers, Hose Supporters,  
Stockings, Adhesive Tire Tape,  
Standard Gloves, Spoke Grips,  
Whistles, Standard Oil,  
Newark Enamel, Newark Lamps,  
Cement, Graphite,  
Caps, Belts, Jersey Suits, etc., etc.

## ORATON HALL, NEWARK, N. J.

Store and Riding Hall open Evenings.

**TRAINING FOR AMATEUR ATHLETES, WITH SPECIAL REGARD TO BICYCLISTS.** By Dr. H. L. Curtis. The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way *practical*, it can be strongly indorsed as giving all the information that a book can give on this important subject. Second edition, 50 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

## ELASTIC TIP CO.,

MANUFACTURERS OF

**Bicycle Handles of every description. Bicycle Tires, Pedal Rubbers, etc.**



|                                                      |                 |
|------------------------------------------------------|-----------------|
| Spade Handles, complete, full nickel,                | \$2.50 per pair |
| Forged Steel Spades in the rough with bolts and grip | \$2.00 per pair |
| Spade Grips, Vulcanite, any style,                   | .50 per pair    |
| Soft Rubber Handles, Pear Shape,                     | \$1.50 per pair |
| Tire Cement                                          | .55 per box     |
| Electric Tape                                        | .25 per roll    |

Send for wholesale list of Bicycle Tires, &c.

*Mould work of any kind solicited.*

## THE ELASTIC TIP CO.,

RUBBER SPECIALTIES,

Cor. Cornhill and Washington St., - - Boston.



## ERIE KNITTING MILL, Erie, Pa.

**FRANK FAIRBAIRN, Prop.**

*Manufactures Bicycle and Athletic Goods.*

Our Bi. Jerseys, Knit Pants and Worsted Stockings are the best on the market. We make them to order and to measure. Try them and be convinced.

### TESTIMONIAL.

WILMINGTON, DEL., February 13, 1889.

Frank Fairbairn, Esq., Erie, Pa.:

Dear Sir—I have used your jersey garments during the past season, and consider them superior to any I have seen. They are very well made and finished, and make a handsome and durable suit. The great superiority of jersey over cloth or woolen garments is well known, and I expect to use only jerseys in my riding this year.

Yours Truly,

S. WALLIS MERRIHEW,  
Wilmington Wheel Club.

**SAFETY INDISPENSABLE.** By Henry Sturmev. A complete analysis of the Safety Bicycle, and illustrations of each kind. By mail, 30 cents. For 1885. For sale by Bicycling World Co., 12 Pearl st., Boston.

**IN AND AROUND CAPE ANN,** by John S. Webber, Jr., being a hand book of that most charming section of Massachusetts. It is a book equally valuable and interesting to the wheelman, tourist, the student and resident. It is illustrated finely and bound handsomely. It is one of the most complete and well written little books of the kind ever published. Price 50 cents, post paid. For sale by Bicycling World Co., 12 Pearl st., Boston.

Postage stamps not received in payment.

**MY CYCLING LOG BOOK.** By "Papa" Weston. The transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised. It fills a want often felt by the cyclist who values records of interest for future reference. Price, post paid, \$1.25. For sale by Bicycling World Co., 12 Pearl st., Boston.

Postage stamps not received in payment.





# SINGER CYCLES

OVER 57,000 IN USE.

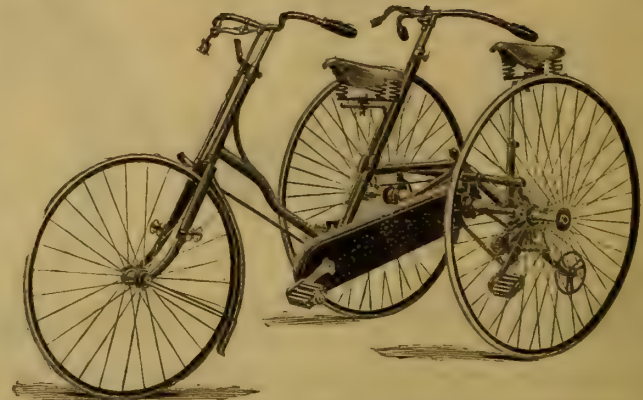
LARGEST

MAKERS

\* IN THE WORLD \*

WITHOUT

EXCEPTION.



THE SINGER TANDEM,

A thoroughly strong, safe, and comfortable tandem, well tried during last season. The steering is controlled by either rider, and two independent brakes are fitted—one for each rider. It is of best quality throughout, is fitted with our patent axle, and has ball bearings to all running parts, including pedals. It is convertible to a single machine by a very simple arrangement, by which the back part is made detachable. SIZE.—36 in. side wheels, 7-8 in. tires, 28 in. front wheel, 3-4 in. tires. Speeded 54 in. Plated hubs, cranks, axle-tubes, handle-bars, and fittings; remainder enamelled black. Price \$250.00.

Out of all the "S.S.S." Tandems supplied during 1888, we have not heard of a single case of breakage, while, on the other hand, we have the most satisfactory accounts of their efficiency.

SINGER & CO., Manufacturers and Importers,  
6 and 8 Berkeley St., - - - BOSTON, MASS.

## NEW MAIL.

Three ☉ Unsolicited \* Letters ☉ Just ☉ Received.

From F. D. ELWELL,  
Champion of Pacific Coast.

SAN FRANCISCO, CAL., Feb. 19, 1889.  
DEAR SIR:

I desire to express my appreciation of the 56 inch New Mail bicycle purchased four months ago.

The great rigidity and easy steering of the Trigwell Ball Head is a pleasant relief after years of experience with the ordinary cone.

Since receiving the New Mail, I have won from scratch all races in which I have competed, and am more than pleased with its easy running qualities. I truly believe it is the best all-round bicycle manufactured.

F. D. ELWELL.  
Champion Cal. Div. L. A. W., 1888.

PROVIDENCE, March 7th, 1889.

MESSRS. WM. READ & SON., Boston, Mass.:  
Gentlemen—Kindly send me your bicycle catalogue for '89.

The 58-inch "New Mail" purchased of you last year has given perfect satisfaction. I have tested it in all possible ways, and it gives me pleasure to report that it is the best mount I ever had, having been a wheelman for a period of twelve years.

Last season I did the most wheeling of any previous year, the greater part of it being over rough country roads, and not one cent did I expend for repairs; the machine is now apparently as good as new.

Considering the size of my wheel and my weight (168 pounds), too much cannot be said in praise of the "New Mail."

Yours truly, F. N. MACLEOD.

SPRINGFIELD, Illinois, March 12, 1889.

MESSRS. WM. READ & SON, Boston, Mass.:

Gentlemen—Please send '89 catalogue. I am happy to say that my wheel (52-inch New Mail) appears to be faultless. Since I bought it new, last June, I have ridden it every week, and almost every day, in all kinds of weather and over all kinds of roads. In this time I have adjusted the head once, and oiled it only three times, more on general principles than because it needed it. I must have ridden it very nearly, if not quite, 1000 miles, and now it runs as smoothly and noiselessly as when I first got it. This record is duplicated only by another wheel here, and it is a 54-inch New Mail. While I ride a bicycle I want no other than a New Mail.

Yours respectfully,  
A. A. BILLINGSBY.

An American Wheel, made at Chicopee, Mass.

 ALL STEEL FORGINGS.

WM. READ & SONS, 107 Washington Street, - - BOSTON.





Published Every Friday

—BY—

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

Messrs. NEUMANN BROS., of 118 W. 19th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

Messrs. LINDSAY & TAYLER, 109 South Street, Chicago, represent the WORLD AND BULLETIN as Advertising Agents exclusively for Chicago and all territory South and West of that city.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the *Bicycling World Co.*

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 5 APRIL, 1889.

WE present to our lady readers Miss Helen Grey, who will hereafter conduct the ladies' column. We hope she will have the support that she asks for from our patrons.

WE are more and more convinced that the manufacturers do a wise thing in refusing to supply the riding public with a lighter safety than is now being made. The reason why we commend their wisdom is because the general rider has no sort of consideration for his wheel, nor apparently the slightest idea that the resisting powers of steel have any limit. These remarks are particularly applied to the riders of the safeties, many of whom seem to delight in testing the safe qualities of his machine by riding down and over obstructions just to prove how "safe it is." In this way the machine gets strains and tests never intended by the maker or designer. Sometimes, under these unnecessary and unreasonable strains the machine goes to the eternal smash, and then the rider d—ns the maker, d—ns the machine, but forgets to d—n himself for his idiocy. No, the manufacturers are all right, and just so long as the apparent aim and object of some riders is to experiment and see how much the machine will stand, just so long must the makers provide for the possible contingency of a thoughtless experiment-riding public, and so build for strength—ergo weight.

OUR esteemed contemporary, the *Sporting Life*, of Philadelphia, in the following item, draws a rather florid comparison, nevertheless hits the nail pretty squarely on the head: "The bicycle is the modern alchemist's oven; you shove in an *old man*, shut the door; there is a sizzling sound for a few moments, the door flies open, and out steps a *youth*." Extreme as is the simile used, there is truth for the foundation, and no doubt had Ponce de Leon lived

in these days he would not have searched for the Fountain of Perpetual Youth in the everglades of Florida, but he would have turned his attention to the great cycle emporiums and factories for the Fountain, the use of which would keep old age and decay at arm's length, for an indefinite time.

In these days of artificial living, confining and brain wearying occupations, the true humanitarian hails with delight the evident tendency of the age towards sports and pastimes which will take the brain worker and the man of sedentary habits out into the pure air of the rural districts.

Sometimes a very serious warning is heard in just such sad and fatal cases as that of the late Mr. Stout. It cannot, in all fairness, be said that cycling is responsible for these happily rare catastrophes, as in almost every case the cause can be traced to some decided violation of the laws of nature by the sufferer.

IN another column we print an obituary of Mr. Stout, and also an account of his death. From this account we learn that the deceased drank copiously of cold water while he was in an overheated condition; a most dangerous thing to do, as the sad results recorded have fearfully proven.

Cycling is pre-eminently a healthful pastime, but it must be born in mind that Nature will not allow even the sturdy cyclist to disregard her laws, without incurring a penalty of more or less severity. In such cases it is not the Sport that is to blame, but rather the unfortunate victim himself, who brings dire disaster on his own person by overdoing and in other ways abusing the powers that God has given him to use and not abuse.

WHILE the attention and the influence of wheelmen and citizens generally is turned towards roads improvement legislation, we wish that something could be done towards suppressing, or rather, governing that destroyer of good roads and streets, the "sprinkler fiend."

The sprinkling is usually "contracted" for, and the contractor, of course, wants to travel over the streets as few times as possible, hence he "drenches" the surface instead of "sprinkling" it. We wish that cities and towns would make a law to govern these fellows, and see to it that the distributing pipe contained so many holes of a certain size. As far as Boston is concerned, we wish the city authorities would insist on the use of sprinkling carts exactly like those used at Chestnut Hill Reservoir and on the park driveways. Those carts *sprinkle* and don't drench. As a matter of economy we should think City Fathers would regulate this matter, as the methods used by these contractors ruin the streets, and cost the city hundreds of thousands in repairs. Now, gentlemen, let us turn our attention to this little matter and see what can be done.

IN accordance with the suggestion made by Gov. Ames in his inaugural, bearing on the appointment of skilled persons to have oversight of the State roads and bridges, a bill has been drawn appointing a "commissioner of roads and bridges," which will be presented as a substitute for the adverse report of the committee now upon the table in the House.

Outside of the benefit to cyclists which will naturally accrue from better roads as the result of the appointment of the commissioner, this bill has great merit.

Massachusetts is blessed with an abundance of good road material; to know what to use and how to use it is all that is needed for better roads. Some stone when crushed is first class for road building, other stone is useless; some gravel is fit only for a base, other is excellent for surface. A first class civil engineer, who has had experience, can select the proper material almost at a glance.

A bill has already passed the legislature this session providing for a superintendent of streets in each town; this is a long step toward better roads, over the old system of highway surveyors; but towns cannot afford to hire a first class civil engineer with a knowl-



edge of road building for superintendent of streets; the person appointed as superintendent will need the advice of an expert, and this bill gives him the much needed advice, with no charge, at a cost to the State of only \$5000, or less. It practically provides a scientific expert on road building for each town at this small expense.

The judicious use of the money at present expended, under the direction and advice of an expert will show material results in better roads within three years.

In regard to bridges, the commissioner is likely to save thousands of dollars to towns and even cities.

In many places where proper stone is abundant a stone arch, practically eternal, can be constructed at the same cost as some flimsy structure such as we now see, which in a few years becomes unsafe and has to be rebuilt.

Such an officer in the State, with the information which his office will gather, will be a rich paying investment for the tax-payer.

Every farmer, merchant, stableman, and all persons interested in better roads should use all the influence at his command, either by a personal interview or by letter, to induce the representative to the legislature from his district to favor this bill.

In so doing it would be better to keep cycling in the background, lest unjust prejudice be aroused.

WHEN the League and all well regulated cyclists are fighting for equal rights on the highways and fighting such fossilized notions as those presented in the "Warner bill," of Missouri, it is rather discouraging to get cutting letters constantly, complaining of the actions of the "sidewalk hog." The latest section heard from on this question is Rochester, N. Y. We hold it is no excuse for a rider in the crowded city to use the sidewalk because the street is unrideable. In such cases *walking* is good enough. If the bicycle is a "vehicle," as we hold it is, then we must insist that it be used only on that part of the street especially allotted for use by vehicles. The cycle *must* be kept off the sidewalk, even at the possible discomfort of the rider. We wish that this Rochester complaint was to be the last of the kind ever to be made. These kind of things hurt cycling and put us back just so much.

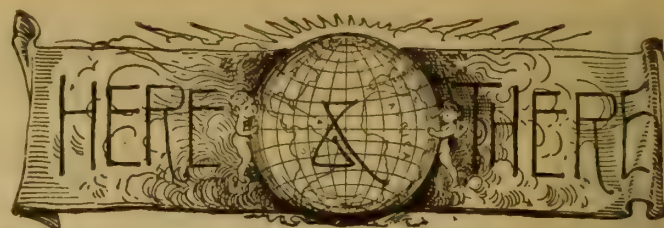
WE are aware that the racing rules, as adopted by the League, are the best that organization has ever had, and we are at the same time aware that suggestions have always been accepted in the same spirit as offered. We therefore would respectfully suggest that the remuneration fixed to be paid the handicapper is far below its actual value. Fifty cents a race is not enough to pay a man who conscientiously performs this difficult duty. It makes the services of the handicapper practically gratuitous, and the proposed fee is so ridiculously low as to make the "remuneration" absolutely nothing. We think the fee should be at least twenty-five cents per entry, and we hope the Board will see it to be in the interest of good handicapping to make the fee not less than the amount we suggest above, either do that or wipe out the "50 cent per race fee" altogether. It does not pay a man, this fifty cents, and so he might as well be asked to perform the duties gratuitously.

#### DEATH OF MR. F. BOYDEN.

In our Chicago notes this week our correspondent reports an accident which occurred to Mr. Fred Boyden a week ago. Last Wednesday we received a telegram from the Stroller, which reads as follows:

"Boyden died Tuesday morning, unconscious for six days and to the last."

MERRIHEW, McDaniel and Elliot on Victor Safety and Victor Light Roadster established new records for Philadelphia and Wilmington in the 100 miles in less than 12 hours, and McDaniel on the Victor Safety doing up Dalleth records made last year.



#### CHICAGO.

##### THE "STROLLER."

THE Fool Tournament resulted in a victory for the Chicago's, their team defeating the Lincoln team to the tune of seven series to two, thereby winning the twenty-five dollar cup. Bode, of the Chicago's, won the ten dollar cue, he losing the least number of games during the tournament. A challenge is now expected from the Illinois Club.

BOYDEN, of the Illinois Club, met with what may prove to be a fatal accident, last week. While riding west on Jackson street, at the Ashland avenue crossing, he was run into by a wheelman coming at full speed down Ashland avenue. Boyden was thrown heavily from his wheel, fracturing his skull, and at present writing has not recovered consciousness, and grave doubts are entertained of his recovery, by his physician. This is the second bad accident on this boulevard this spring. About two weeks ago a wheelman while coming at racing speed took a header and broke both arms, to say nothing of other minor injuries. The boulevard is of asphalt, and as smooth as a floor for a mile, and some of our wheelmen seem to be unable to resist the temptation of riding at the utmost speed there, which habit, if kept up, will result in all wheelmen being barred from the boulevards here entirely. Boyden has the sympathy of all Chicago wheelmen in his misfortune, and all hope that his recovery will be speedy.

MR. BREWSTER and Mr. Childs (brother of A. Kennedy) and Bert Owens, of Washington, were recent visitors at this burg.

THE six day tournament to be held here, under the management of Sam Miles, will commence May 13th. The Exposition building has finally been secured, and arrangements are rapidly being completed for the tournament.

CYCLING is on the boom here this spring, for sure. One dealer's sales last Monday making a total of \$2900.

HARWOOD, of the Chicago's, has left for Texas. If any of the Houston wheelmen get roped in on a game of pool by a Chicago wheelman, they may be sure his name is Harwood.

I SAW Chief Consul Davis without his cycling costume on the other day, and that is a rare thing for him. I was going to ask him wherefore the reason of this change, but Roe and Oliver appeared upon the scene, and I fled in dismay.

SLOAN, the president of the Illinois, keeps away from the club house since a party of the officers went to see Hoyt's "Brass Monkey" on his recommendation.

#### ST. LOUIS.

##### "LINNEUS."

Now that it is about settled that there will be no national meet this summer, the division meetings should have all the more attention. Right here in Missouri we have several large towns centrally located and surrounded by good riding districts, such as Sedalia and Moberly, which would be materially benefitted in a cycling way if the meet was held within their gates. Both of these towns have good race tracks, and the division championships could be contested thereon. In addition to this, fine riding can be had in and around the towns mentioned, the most popular tours being from Moberly to Paris, a distance of 42 miles, and from Sedalia to Windsor, 20 miles, over fine, level prairie roads. The Missouri Division never yet gave a well attended meet, and if this thing is taken hold of properly, success is sure to result. No better, or more easily accessible towns could be selected, and in my opinion it all depends on Consuls Jennings and Kelly to say where the meet shall be held.

CAPTAIN HILDEBRAND writes in lavish praises of the treatment he received at the hands of Boston cyclists, particularly Dr. Emery and Geo. Hendee, during his brief stay there.

A MEETING of the cyclists of Quincy, Hannibal, Louisiana, St. Louis and Clarksville, to be held at the latter place during the first week in May, is talked of. Last year's gathering at this place was the most enjoyable one I ever attended, and I hope to see this take shape.



THE Missouris have sixteen applications awaiting action. How's that for boom.

JNO. S. RICHARDS and Will Carlin, while riding on the Olive street road, near Lake P. O. a few Sundays ago, met a farmer who tried to run the latter down and he narrowly escaped serious injury. It seems the \$600 lesson taught Farmer Ehler is not heeded by some of these road hogs.

WHILE riding on Jefferson avenue last Sunday, on the return from their run to Pt. Breeze, the Missouris were shot at by some cowardly miscreant, and several of the members narrowly escaped being hit. The whizzing of the bullet was distinctly heard by both Alex Lewis and Robt. Holm. They are naturally very indignant about it.

ST. LOUIS is to hold a grand Washington Centennial Celebration April 30, the main features being parades and speeches. This offers a fine opportunity for the local cyclists to give a parade. This would make a parade some five miles long, and would open the eyes of the non-cycling public.

NOTICING the great amount of printers' ink used in heralding the approach of the lady's bicycle, led me to make some inquiries here as to how many, if any, ladies ride. Investigation proves that St. Louis has, at present, not a single lady bicycle rider, and the only extended run taken by the fair sex on tandems was the trip to Manchester, a few years ago, by the sisters of Art. Young and Percy Stone.

DE SOTO, which was formerly known as the starting point of all that was tough in cycling, has, through the efforts of Consul Coxwell, experienced a big cycling boom, and there are now some ten wheels ridden in the town. Clubs who intend taking that famous run should notify Consul Coxwell, and he will do all in his power to make their stay pleasant.

#### MACON.

##### "RAMBLER."

MORE letters of interest in any issue of the WORLD than appeared in the last two numbers I do not remember ever having seen, and the general make up of the paper was pleasing to the extreme. I can't rest in peace and see my brother wheelmen writing of places and things, and not have my district represented, so here goes:

IN the first place, I don't care to monopolize so much territory, and shall hereafter be located in Macon, and not "Georgia."

THOUGH the riding season has hardly begun with you yet, I notice that you are talking of tournaments, so I guess I will have my little say, too. Under the auspices of the Central City Wheelmen and the Georgia State Agricultural Society, the former will hold a four days' race meet, while the annual fair of the latter is in progress here next October. There will be between twenty and thirty events in all, and a main feature is that all professionals are barred. It is quite likely that some of your Boston manufacturers will make an exhibit at the time.

IN my opinion there is no one subject that is being discussed by the cycling press of more interest than the safety wheel. Several parties here would have had mounts now but for their inability of deciding between that and the ordinary. There is no doubt though but that the former will forge ahead in time, as there will soon be several on our roads, and down this way the latest thing goes. I'm going down the street to buy a new one now, and as I haven't an accident policy, please—I was going to say pray for my safety, but as I hadn't observed the pun I think I'm excusable.

#### KANSAS CITY.

##### "KAW."

IN glancing through the WORLD, I note with pleasure the numerous tours that are being talked up by various clubs, and wishing to see the United Wheelmen included in the ranks, I'll proceed to unravel. Messrs. Edwards and Boyd have mapped out a two weeks' tour through Kansas, which will take in a number of the principal cities and towns. About fourteen of the boys have made up their minds to go, and when Shortie and Fritz put their heads together you can look out for a cyclone of fun.

"ERRATIC QUILL" has written you about a few of the social events here. We are at present working up a wheelman's ball, as the grand finale of the winter season; spike-tail coats and knee breeches will be in order. This will be the grandest of all our social events.

THE club house is a thing of beauty in its new coat of paint. The boys having tired of being painters, metaphorically speaking, made the landlord spill considerable on the house. Red seems to be the predominant color, as being appropriate.

THE boys have the laugh on George Curtis in great shape. It

appears that Curtis is the happy possessor of a Kodak camera, and the other Sunday being a nice day for outside work, he mounted his bike and went on a grand shooting jaunt. But alas! George got excited and forgot to pull the string after each event; consequence, twenty-five exposures on one negative. Talk about composite photography! When anyone asks him about those pictures, he quietly pushes himself out of sight.

MESSRS. W. L. HUGHSON and John J. Wirtner gave us a call on Friday evening a week ago. A very pleasant evening was spent, in which some of the club's talent shone forth in music, both vocal and instrumental. They say that the boys want to keep their eyes on the date of the Buffalo tournament this fall. Ducker will not have charge this time. The Fair Association will do the "artistic" themselves this time, and it will be done up in good colors.

#### DENVER NOTES.

##### "AMERICUS."

WHEELMEN here are awake to the fact that the L. A. W. rules, as regards racing, are sadly deficient. With a view to making some improvements in that direction, which will put a more liberal construction on the word "professionalism," an organization has just been formed, called "The Union League of Cyclists." Already the undertaking seems to have met with a good deal of favor, as letters from all parts of the country are daily being received, asking for particulars. Membership in the proposed organization will in no way affect standing in the L. A. W. [Experience will prove to you, as it has to us, that the amateur rule, as "she is," is the only rule that will work. We frankly acknowledge it.—ED.]

THE members of the Social Wheel Club, on the evening of the 21st, gave the first of a series of social hops, at which about fifty couples enjoyed themselves. The affair was an entire success.

"AMERICUS" is indebted to Mr. "Occasional" for the gratifying information that he ("Americus") is a "tenderfoot." Poor, deluded boy, I fear that his bump of discernment is as poorly developed as are his powers of journalism. [Now, gentlemen, this controversy must cease.—ED.]

MORRISON is a small village lying in among the foot hills, about eighteen miles from Denver. The village itself possesses no particular attractions, but its picturesque surroundings draw a good many visitors to the place. On Sunday, the 17th, a party of the Social Club had a run over there, and after dinner several of them started for a five-mile tramp through Turkey Creek Canon. It is a beautiful place, and we drank in the wondrous beauties of nature for a long time in silence. At last, tiring of so mild a form of amusement, we commenced to entertain ourselves by starting huge boulders rolling down the mountain side. We were suddenly startled by the sound of a shrill whistle, rising from the valley below, which was at once recognized as the signal of the Denver Ramblers. It was then discovered that the latter club was also reveling among the beauties of nature, and that an immense rock had narrowly missed bringing the earthly existence of Mr. "Parkins, of Colorado," to an untimely end.

AT a recent meeting of Western Railroad Passenger Agents, held at Chicago, the practice of checking bicycles, as baggage, was adversely commented upon.

#### NEW YORK.

##### "HAWKSHAW."

THERE is a policeman on the beat fronting the New York Club house, whose name is Graham, and who is, literally as well as figuratively "one of the finest," standing, as he does, six feet six inches in height. But it is not to the credit of his length of frame that Officer Graham owes the fame of being introduced to your 14,000 readers, but to the fact that he has taken to putting this height of frame upon a 60-inch wheel. Now for Graham a wheel of this size is as much too small as a 52-inch wheel would be for Dr. Beckwith, and when he sits astride of it, with every up stroke of the pedals bringing his knees in contact with the handle-bars, the sight is indeed most ludicrous. Added to the comicality of the whole affair, is the appearance of this magnificent specimen of manhood clad in the abbreviated jacket and knee breeches of a wheelman, which do not, to the uninitiated, differ much from those worn by our younger brothers, in fact this is, in the case of Graham, accented to an excessive degree, owing to his immense proportions, and a wag at the club the other evening hit the entire fact off very appropriately when he dubbed Graham "the Little Lord Fauntleroy of the wheel." Here's the finest chance for some enterprising manufacturer to get an advertisement I have ever seen. Let Graham have constructed for him, say a 65-inch ordinary, which will be about his proper size, and if the result won't be the best advertisement in the wheel world, I don't know what will.



I DON'T think that the fact that Louis Harrison is a relative of the President has heretofore appeared in print, has it? Well, it's a fact, and Harrison's recent trip West wasn't entirely to hunt buffaloes and "sour mash," but had something to do with collecting "influence" in the direction of a foreign consulate. I am sure I don't wish him any ill luck, but I do hope he won't succeed, as he is too good a fellow to exile, and he has taken out his papers here as a citizen of this village and joined the New York Club, so I do not want to see him sent as an American offering of toothsome to the festive cannibal, or in some other way expatriated, just when we are beginning to know him.

How appropriate sometimes is one's name! I see the Captain of the Moscow Bicycle Club is Stanilaus Kumawfsky, which, taken in connection with his riding, seems an ominous cognomen, I think.

#### NEW HAVEN.

#### "ELM CITY."

THE safety is doing missionary work here in New Haven, as the "grave and reverend" professors of Yale are taking to this style of machine in great shape. Many of our staid and venerable business men who could not adopt the ordinary as a regular mount are happy, in that the dwarf comes in as a compromise. Not only are the middle aged and venerable taking to the rear driver, but many of our most rapid scorers are also riding the geared machine. The ordinary is good enough for me, however.

THE New Haven Club had its regular smoker a week ago, and the punch and tobacco furnished were most thoroughly enjoyed. The entertainment consisted of music by Mowers' orchestra, and the following members contributed towards the general jollity: John Moxley gave a cornet solo; a comic song by Chief Consul Larom, and this same gentleman also gave a speech as an encore; sparring between Le Heup, Bacon, Tell, Vann, Blatchley and Morse. These smokers are very much enjoyed, and are helping to bring new members into the club. There are five names on the bulletin board to be voted in at the next meeting, and others will come in later. We have 52 members now, and are one of the few old clubs (organized Jan 24, 1886) who have not degenerated into a social club; but all our members are riders and own a wheel, and several of the members own two or more wheels.

Look out for our big tournament next fall. We have not had a race meet here for four years, and we are just starving for one—a good one. We are having a new track built, and we guess it will be just as fast as ever the Springfield track was.

In the report of the L. A. W. Committee on Transportation it mentioned a few railroads that do not carry wheels free, but among them it did not mention two of the most important ones that give wheelmen the most trouble, namely, the N. Y. N. H. and Hfd. R. R. Co. and the Long Island R. R. It costs \$1 to carry a wheel from New Haven to Boston, and 50 cents for any distance, no matter how short, and the Long Island road is just as bad, and you can make no terms with them. I think these ought to be named in the list.

#### NEWS

#### AND COMMENT.

THE coat of arms of the Town Club, of Boston, and which adorns a large space over the fire-place of the parlor, is a beautiful work of art, from the brush of Mr. C. W. Reed, who, together, with Papa Weston, designed same. It is "quartered," and in the different quarters are represented the bicycle, tricycle, tally ho coach, the celebrated dog Bess, fishing tackle, canoe, yacht, guns and saddle and bridle, all indicative of the aims of the club. This club owes its origin, inception and establishment to the Boston Bicycle Club. Long may the joint occupancy of the beautiful new quarters, at 14 Boylston street, be enjoyed by the New and the Old.

We could not help being late last week. It's quite a job to get out a 76-page paper.

EX-CHIEF CONSUL HAYES has returned from Para, Brazil, after a six weeks' stay in that country. He says that six weeks was enough time to prove to him that Para is not the kind of a city where an American can make himself content. Boston is good enough for him.

THE Winsted, Conn., Wheel Club will have a series of races, on Decoration Day.

A WHEELMAN of Hartford, Conn., was seen one day last week putting out for Windsor. Since he left the city limits he has not been heard of. The services of a dredge have been secured to drag for his remains at the bottom of the canal of liquid mud, "yclept," the Windsor Lock Road.

THE New Haven, Conn., Club held a smoker at the club rooms

last week Tuesday. A light feed and plenty of cigars and fun made the hours to pass quickly.

WE are glad to notice the name of the Waltham, Mass., Cycle Club and "activity" in close communion again. The Walthams used to be the liveliest of the lively, and they now promise to revive the good old times of active riding during the coming season.

FROM a prospectus sent us we learn that a firm in Philadelphia has been formed for the purpose of manufacturing noiseless cab and carriage wheels, now so popular in London and on the Continent.

ALL the clubs in and around Boston called runs for Fast Day. At this writing the weather looks dubious.

TWO hundred and fifty members of the various Brooklyn, N. Y., bicycle clubs went to the Brooklyn Park Theatre the other night, to see the "Pearl of Pekin." After the theatre the party went to the Clarendon Hotel, where dinner was served. We think this is record for the "largest."

A LADIES' bicycle club will be one of the new things for Cincinnati this season.

THE Chicago Journal says: "Along Ashland boulevard, from Madison to Twelfth streets, this city, the residents declare the bicycling a nuisance. It is said a petition is now being circulated, and will be presented at the next meeting of the West Park Board, asking the prohibition of bicycle riding on the boulevard."

AN Ansonia, Conn., writer says: "A number of bicyclists are contemplating a trip to Washington on their wheels, this summer. If they go that far and once get in the city, they will either stay there or sell their wheels when they return. Washington is the city for cycling, and comparisons are odious."

THE Kings Co. Wheelmen, Brooklyn, N. Y., are considering the advisability of holding a two day's race meeting on the Washington Park base ball grounds in Brooklyn. Schwalback and Murphy are the committee, and so we think it will be a "go."

WE regret to learn that Mr. Ed. D. Fisher, of Nashville, has been seriously ill with pneumonia, but we are pleased to hear that he is at this time convalescing.

THE Taunton, Mass., Club will endeavor to have the association of which it is a member, hold a tournament at Taunton soon. The other clubs in the association are North Attleboro, Fall River and New Bedford.

THE Call, of Newark, N. J., in answer to our query as to "where, oh where will the L. A. W. meet be held this year?" says, "What's the matter with Newark or Orange?" Echo answers what? Now, Newark and Orange-peelers, what say you?

THE Saco wheelmen, of Biddisford, Me., will hold races on the driving park in connection with the State meet, May 30th.

ALLARD & Lee, at Buffalo, stated their belief that no man living had complete control over a safety at a high rate of speed. Both these men are of the opinion that it is not safe to allow the two types to meet in the same race. This from safety riders of undoubted skill, has weight as an argument.

DR. EMERY, Chief Consul for Massachusetts, spoke to upwards of two hundred wheelmen, at Worcester, last Thursday evening. The theme of his discourse was of course the advantages offered by the League, and his words also had the effect to stir up the wheelmen of that city to push their local legislators towards adopting laws for road improvements.

OUR Australian contemporary, the *Cycling News*, has ceased to exist. It breathed its last Feb. 5, 1889.

THE Roxbury Bi. Club annual ball will take place at Orienta Hall, Roxbury, on the coming April 17th.

THE Cincinnati (Ohio) Bi. Club is domiciled in its new headquarters. Great indignation is expressed at the fact that the valuable library of "back numbers" and ancient almanacs have been stolen from the club room.

ANOTHER proof has been added to the already long list that shows conclusively that Cincinnati is a musical centre. The genial, handsome, and ingenious Charley Hanauer has attached the crank of a small music box to the rear sprocket wheel of his safety. In the future he will start out on club runs to the tune of "Tramp, Tramp, Tramp, the Boys are Coming," and return to the tune of "Home Sweet Home."

A BILL has passed the Ohio State Legislature authorizing the issuing of bonds for paving the streets of Cumminsville with granite. The "hog wallows," as the streets out there are called by the natives, will soon therefore be in a rideable condition.

IT is reported that the Centrals, of Cincinnati, Ohio, are to reorganize and consolidate with the Brightons, of the same city. As both clubs are composed of scorers of the hottest kind, their consolidation is very appropriate.





ROAD HOG—There's one 'er them pesky bicyclers, Jake. Lets run him down?

JAKE—"Run him down a heap!" Didn't I chase that same feller for most two miles t'other day, and couldn't get more'n near enough to catch his dust, and the old mare can do better than three minutes, too!

R. H.—Yes! but don't you see he's a try'n to ride the thing backwards; we can be on him 'fore he can turn it around.

JAKE—That's just where I got fooled; its ment to go that way; they say it's a new kind of machine, and that you can't make them take headers any more; it's no use chase'n them. They can ride over just as rough ground as we can, and that feller there can lift up that little wheel of hisen and ride more'n a mile all on the big 'un. They say down in town that it's called "The Eagle," and "by gosh" it does come purty near to flyen.



# Our 1889 Catalogue IS NOW READY.

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A Sample of our new Ladies Swift Bicycle can be seen at our Show Rooms,  
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## QUADRANTS.

The above are two of our 1889 patterns specially suitable for the American market. Either pattern can be fitted with our beautiful NEW SPRING WHEEL for rough roads.

### TO AGENTS:

Agents in the principal cycling centers where we are not yet represented, desiring our sole district agency and possessing the necessary licenses for importation, will oblige by communicating IMMEDIATELY with MR. H. G. PRIEST, care of Bicycling World, 12 Pearl Street, Boston, Mass.

**Makers: THE QUADRANT TRICYCLE CO.,  
BIRMINGHAM, ENGLAND.**



## COLUMBIA 'CYCLES. Weed Sewing Machine Co., Hartford,

GENERAL AGENTS FOR CONNECTICUT. AGENTS WANTED IN UNOCCUPIED TERRITORY.

C. C. EMERY will speak in Springfield, Mass., on the 10th, Northampton on the 9th, and Holyoke on a date not yet settled.

NEXT Monday evening, April 8th, at America Hall, 724 Washington street, a meeting is called by C. C. Emery, for city and suburban cyclists. The object, to boom the League and insure proper legislation towards the improvements of the highways. All cyclists are invited, and it is hoped they will show their interest by being present. Opportunities will be given to all who desire to suggest plans for the general good of riders, both practical and social.

ON to Chicago May 13th to 18th. This will be the biggest tournament the West has ever seen.

A CLUB made up of the newspaper men of Boston was informally organized last Saturday, at the *Herald* Office. Committees were appointed to nominate permanent officers, and to present constitution by-laws for the same. The club will start with a membership of some twenty-five.

SYNYER, Osmond, Sharpe, Hinchcliff, York, Archer, Bromson, Adams, Robinson, Williams, and Stroud, all English cracks, have signed an agreement not to race in any open event, in which safeties are allowed to enter against ordinaries. The championships, which have to be open, are excepted in this agreement.

THE Missouri B. Club has sent to all Chicago wheelmen, through Mr. Miles, an invitation to attend the Stone-Lumsden race on May 25th, and remain over the next day as guests of the club. Quite a number will accept.

Two thousand cycling photographs will be on exhibition at the Chicago tournament. They will include the champions of America, England, Ireland, Scotland, France, Germany and Australia, besides celebrated newspaper men, manufacturers and officers of various institutions.

A BICYCLE collision occurred on the sidewalk leading to the depot at Rising Sun, Md., recently, between Harvey Bouden, who was riding the bicycle, and Jacob Grist, which developed in a fistiana opposite the post office. Dr. Kirk, who is the Town Commissioner, ordered the fight off and also the bicycles off of the sidewalks. No arrests.

"THE big four," Dampman, Merrihew, McDaniel and Elliott, is a road team which we believe cannot be beaten by any other four amateur road riders from one locality in the country.

ISAAC HINDS, of the Baltimore Club, met with a serious accident not long ago, while returning from Druid Hill Park. He took a header on Eutaw Place, and knocked out several teeth, cut his head, and split his chin. It will be some time before he can get out.

There was a jolly party assembled in Newton last week, met for the purpose of trying the ladies' bicycle. Mr. Elliott furnished the machines and there were present, Mr. and Mrs. Hopkins. Dr. and Mrs. Southwell, Mrs. Elliott and several others. The ladies easily learned to master the wheel and those who were persistent became good riders before the evening was over.

## BUYING UP THE FAST MEN.

*Editor Bicycling World:* I will beg a little of your room if you will permit. The subject I desire to air is one that I think will soon need attention, if "amateur" cycling is to be kept pure, and would like to hear from some of your many readers if they think—Should not the reducing of initiation fee or annual dues, paying the entrance fee to races and all expenses of a racing man, in order to secure the fastest men from smaller clubs (that are devoted to only one sport) by general "athletic clubs" be sufficient cause to debar such racing members from competing under L. A. W. rules?

Such athletic clubs do not want these men "as members," but as an attraction and a money making scheme, the same as "Barnum" would, only he (Barnum) pays by the month, and such clubs by a reduction of dues or initiation fee and expenses at races, and if wheels are broken, paying same repaired free to racer.

How a man can say "I am an amateur," who has left his bicycle club that has stood by him through many a race, and his fellow members who have been ready to swear by him and always ready and willing to render any assistance to him, can become an attraction under such a ban, is more than I can quite understand.

I am not against athletic clubs which keep in their place, they have attractions enough in their race track, tennis courts, base ball,

grounds, etc., without trying to buy the fast men from canoe, tennis cycling and other clubs that are devoted to their one sport. These clubs need and love their fast men, want them to *associate* with and not to make money by. I hope I have not crowded too much of your good reading out. I am fraternally, L. A. W. 820.

## TALKS BY THE TUTOR.—NO. II.

[When we specially called attention, last week, to the date of the article under this heading, and when we found that the compos and proof reader had played us false and omitted said dates, we felt sanguinarily inclined. The papers are dated 1940. The crime of murder does not blot our soul.—Ed.]

LAZINESS and sloth, my dear pupil, are the very sappers and miners of our healthy enjoyments; they impede the circulation, they dull the brain, and are allies of indigestion and its kindred evils. Thrice did I rap on thy door, my Lucellus, ere thou answered me this morning, and now the sun is two hours high, and instead of being a hundred miles on our way, barely five and twenty lay behind us. I will not chide thee, because my thoughts are tender this morning.

Somehow, I never can look on those twin, silver spires which crown those saint-containing shrines on Corey Hill, without the tenderest feelings welling up in my heart.

To you, Lucullus, the fact that in that magnificent shrine the sacred remains, St. Pope and St. Overman, repose side by side, excites a feeling of reverence only, but in me, your aged preceptor, the knowledge that two of the founders of the greatest and most powerful institution on earth, the "College of Cycling," rest there, is more than a mere, cold fact of history. Why?—well, because I knew those noble men, Lucellus; I have grasped their warm hands, I have eaten their good dinners, drank their choice wine, smoked their most excellent cigars. What if my voice does falter, what if the tear does come unbidden, canst thou chide and deride my emotion, my pupil?

I have seen these men and enjoyed sweet converse with both, and Oh, my son, what a power they were when in the flesh; what a power they are, even though they have gone. Linked together through life, arm in arm, fighting the good fight, subduing the universe with cycles, establishing a new order of things; never ceasing in joint work, joint support and sympathy, until the Cycle Era was an accomplished fact: then, and not till then, did these staunch allies lay down their peaceful instuments of subjection and die, and now side by side they lie and have their reward. Pardon, Lucellus my son, 'tis but the emotional tribute of a weak old man to his personal recollections of the the two Fathers of the Cycling Epoch.

Thanks, my pupil, the rest in the cool spot has brought my feelings to a calm again, and in answer to your question as the other members of this great college, there are now living, the most venerable Director Gormully, the most excellent and supreme Father Warwick, and the Senior Father (lovingly called Papa) Weston. Westminster Abbey, you know, my son, has lately been cleared out, so that on the happy demise of these "Venerables," their remains alone will occupy the former resting place of England's greatest dead.

But, my son, we linger; we must make Chicago for lunch, or we cannot reach San Francisco by evening.

*To be continued.*

## "WHAT SHALL I RIDE?"

Is there a cycle editor living who has not been approached in a confidential way by some callow youth or soxy veteran, and perchance also by those with the most honest and guileless intentions, with the question which heads this article, "What shall I ride?"

On such momentous occasions the editor has a chance to put in his besticks and establish a reputation of dealing in a vast quantity of "glittering generalities." "What shall he ride, forsooth!!" Now when a physician visits a patient and comes to some conclusion as to what his sick man needs, he prescribes and doses, and in case the diagnosis is not correct and the physic not the proper remedy, the patient is none the wiser as to the real cause of the medicine not proving efficacious, but rather he lays it to the stubbornness of the disease, and he has another "go" at it.

Now how different the case of a cyclist, who is sick for a cycle, and nothing will cure him but a dose of "the best mount." He



## Send to WARWICK CYCLE MFG. CO., Springfield, Mass., for Catalogue.

looks to ye editor, as an expert who can diagnose his case and administer the proper cycle. Ye "foolish editor" prescribes, and the individual in search of a cure takes the scribe's advice, buys and takes the prescription. So far the doctor and the editor are even—on a par, so to speak—but alas, while the patient cannot prove that the physician has made a bull, the cyclist will pretty soon discover that he is *not* cured if the cycle does not suit, and then how he does "bless" (?) the sapient scribbler!!

*You cannot choose for another man what a satisfactory mount would be.* We have an idea of what we want, but the machine we choose may not cover the requirements of our friend Jumbo, Skinny, Jones, or even Smith.

For general guidance we can lay down a few rules which may aid the groping ones. If your roads are sandy and very deep ruts, then stick to the ordinary, the Star or the Eagle, as there is no doubt but that these machines still lead in utility over roads heavy with sand or scarred with ruts.

If the roads are hard surfaced, no matter how rough, then the dwarf can be used. "But *what kind?*" Ah, there's another point. Are you a scorcher and road racer? then get a machine with stiff forks; or if you are an ordinary potterer, and one who likes an eight to ten miles an hour gait, and further, love comfort, then take a spring fork machine.

Unless you weigh less than 130 pounds, don't think of getting a machine that weighs less than 30 to 40 pounds.

If the ordinary or the safety do not fit the idea, then we can show you the Star and the Eagle, both of which machines, in the hands of skillful riders, are practically unicycles, as the little pilot "skims" the ground more than it "rolls" over it. We have seen skillful men on these two machines riding along with the little wheel touching just enough to give steering.

Now just make up your *own* mind as to what you must ride. Take into consideration the roads you are to ride over, the weight of your own person, the ease or roughness with which you use a machine, and the question as to whether vibration upsets your nerve centres, and you will be able to make a much more satisfactory selection for yourself than even we could make for you, with all our fathomless knowledge and cycling lore.

### LADIES' RECEPTION ROOM.

[ALL communication to "Ladies' Reception Room" should be addressed to Helen Grey, care of this office,—Ed.]

At first I was astounded; then urgent pleadings made me take the matter into serious consideration. Then I met the common fate of the woman who hesitates, I feel that I have taken up a burden that, without assistance, will be more than I can bear. How easy it is to say, "sit down and write something on this or that topic," but, my dear reader, what can we do without ideas well backed by inspiration? Your editor must be in touch with all that the world is doing if he would furnish mental pabulum that the world is hungry for. And therein is the keynote to my talk this week.

Ladies, the editor has asked me to conduct a column in your interest. I can do this if you will help me. If, in a word, you will keep me in touch with all that is going on, so that I may tell the ladies of Massachusetts what their sisters in Chicago are doing, and so that New York and Brooklyn ladies may know what is going on in Washington and in Philadelphia. I have consented to act the part of hostess, and will give you kindly greeting at the door, but you are expected to contribute your mite to the entertainment of the company, and to do what you can to make this department one that even the gentlemen will not neglect. Address communications to me, care of the editor.

The lady's bicycle is now the object of our earnest thought. I have been asked, I don't know how many times, if I should ride it. Now I never was much of an enthusiast, and I have a dread of new-fangled notions. I don't know; I can see very many advantages possessed by the single-track, light weight machine, and I am not blind to several disadvantages. She who rides the bicycle can easily run away from her sister on the tricycle, and she will cover a given distance with less fatigue. Moreover, she can go over roads impassable to the tricycle. But, on the other hand, there must be no little nervous force expended in keeping the balance, though after a time this may be imperceptible, and one who is timid, as I confess to be, will miss the security felt when she is hemmed in by the wheels of a tricycle, and therefore safe from the attacks of dogs. Is this latter point a thing of little consequence and not worth serious thought? 'Tis a fact, I have had ferocious dogs chase me again and

again, and I do not know how I should have escaped them on a bicycle.

I am not writing this to turn away the thoughts of the ladies from the bicycle. Perish the thought. But there are always two sides to every question and I hope that this one will be duly considered in all its bearings. I do not believe that the tricycle is going out. It has advantages in its luggage and bundle-carrying possibilities that never can obtain with the bicycle, and the ability to stop without dismounting is of no little importance. I do not believe the end of lightness has yet been reached in the tricycle. Makers have made machines to carry two hundred pounds or more of masculine humanity and poor feminine humanity has been forced to propel just about twice as much steel and iron as she need to. There are better days ahead for us whether we ride the bicycle or that light tricycle that I hope will soon be given us.

I saw two very pretty girls on bicycles at the Reservoir last week. It was indeed a beautiful sight. They rode well, they were dressed in exquisite taste, and the faces glowed with the exhilaration induced by the ride. If you have gained the idea that I have a prejudice against the bicycle let me say that I cannot believe that so pretty a picture could be unfolded to my gaze had these young ladies been on tricycles. But I have no prejudice against the bicycle.

HELEN GREY.

### CHICAGO TOURNAMENT.

AFTER some hitches the Exposition Building has been positively secured for the *Referee* Tournament and Exhibition, and so now Miles is happy, and the thing will surely go.

DURING the past week a general meeting was held. A business committee, consisting of Messrs. J. M. Erwin, Lincoln C. C., Frank Riggs, Illinois C. C., N. H. Van Sicklen, Chicago C. C., E. F. M'Pike, Oakland W. C., Thomas Bray, Æolus C. C., H. J. Gottlielf, Douglas C. C., and Geo. Dennison, Englewood C. C., has been appointed to assist Mr. Mills in selecting committees for various duties. The racing committee will meet in a day or two, and arrange the programme, which, however, will contain, among other events, the following: Scratch events, one and three mile novices; one mile for men who have never raced; two miles, members of suburban clubs only; quarter-mile dash, open; one mile, three minute class; two miles, six minute class; two miles, 6-20 class; two miles, safety, Rover type, open; one mile, flying start, open; five-miles, open; half-mile unicycle, open; two-mile tandem, open; ten-miles, open. Handicaps: one-mile, safety, Rover type; one-mile, two-miles, three-miles, five miles and ten miles, all open; one-mile, local, Lumsden, Van Sicklen, Rob. Ehlert, Winship and Hammel barred; one mile, boys under, sixteen; one mile, boys under seventeen; two miles, L. A. W. members only. Special events: three-mile teams of three from any club in the world; club-drill; fancy riding.

The president of each club has been requested to appoint two of his members to serve on a reception committee. It was considered impossible to arrange to meet all teams, but large parties, notifying the committee, in advance of its arrival, will be met and taken care of. For the benefit of those who arrive by twos and threes, headquarters will be established, at which some one will always be in attendance to meet them.

The exhibit of wheels is expected to be the largest on record in America, but as there are over 30,000 feet of space available, there will be no crowding, and each exhibitor will be able to secure a desirable location.

Communications should be addressed to S. A. Miles, 199 S. Clark street, Chicago.

### THE COLUMBIA FOLK "RECEIVE."

THE hospitalities of the Pope Manufacturing Co. was enjoyed by some 650 people on Saturday evening, the 30th, and it goes without saying that the affair was most enjoyable and the supper which was set before the guests was, to use the expressions of the guests themselves, "elaborate, plentiful and delicious." The Boston Mandolin Club, the best organization of the class anywhere, rendered delightful music and their efforts were applauded to the echo. The affair took on the semblance of a gigantic smoker, and there were over sixteen boxes of cigars consumed. The Committee of Arrangements are certainly to be congratulated on the grand success of the affair. The following gentlemen were on the Committee of Arrangements, and acted as Reception Committee, assisted by the entire force of employees: President, Col. Albert A. Pope; Treasurer, Edward W. Pope; Secretary, A. E. Pattison; Charles E. Pratt; and Advertising Manager, N. C. Fowler, Jr.



*"EN MASQUE."*

THE Cambridgeport (Mass.) Club gave a grand masquerade party at Central Square Armory last week Wednesday. One hundred couples appeared in costume, and the range of costume covered a list from the humble nineteenth century milkmaid to Cleopatra, the magnificent. Mr. J. W. Bean officiated as floor director in an efficient manner, and was fortunate in having such assistants as Edwin P. Craig, Arthur E. Hutchinson, Fred C. Ball, David Rice, John A. Crocker, Frank E. Carman, Charles E. Fayard, A. J. Schaffer. The grand march, led by Floor Director Bean and lady, was started at 8.45, and the music of Edmand's orchestra did not die away until two in the morning.

*THE CAMBRIDGE CLUB DINNER.*

THE Cambridge, Mass., Bicycle Club shows a good deal of vitality for an organization about the existence of which sinister rumors have circulated lately. The club is very much alive, and thanks to the push and energy of those who had faith the Cambridge Club is revived and strengthened so that to-day it is stronger than ever.

Last Wednesday, at Young's, this club celebrated its seventh anniversary by a dinner, to which about fifty wheelmen sat down. Distinguished guests were present, and the speeches were above the average.

*ROUTE WANTED.*

*Editor Bicycling World:* A small party of wheelmen of this place (including myself) are going to "wheel it" to New York City the coming season. Perhaps some of your readers can give us the needed information as to the route and roads, etc. Can we go by way of Pittsburg, Pa., without encountering much rough road? or will it be a better route to keep south of that city?

FRANK M. HARTMAN, No. 18,803.

Washington Court House, Ohio.

*THE BUGGY HAS GOT TO VAMOOSE.*

THE Washington Post, of Monday last, printed an article on the economy of tricycle riding in that city in comparison with that of the buggy, in which it said that the impecunious clerk who cannot afford a buggy ride on his munificent salary of \$7 per week, is perfectly willing to invest \$1.50, which is the hire of a machine for the afternoon in that city, for the delectation of his girl. There is a growing increase in the number of tricycles used in that city on Sunday, and it seems as if the prosaic buggy is no more to be the Sunday afternoon vehicle for love-making. It is said that last Sunday there were over 300 hired machines on the roads surrounding the city; a great majority of them were double machines. There is more joy in riding them, and the pastime is becoming more popular, and it is only a matter of time before "Will you take a tricycle ride?" will be a more popular question than "Will you go buggy riding?"

NORVAL.

*ANOTHER LOCAL RECORD FOR THE WILMINGTON TEAM.*

LAST Saturday night Mr. McDaniel missed the midnight train from this city to Wilmington, and he started out on his safety for the latter town, riding the thirty miles on a moonless night and over the roughest kind of roads. After two hours' sleep he started out with Merrihew and Elliott (or rather after them, they having started at 7 o'clock, while McDaniel did not get off until 7.27) for Dover, which they reached at nearly 1 o'clock. After putting away a dinner that astonished the hotel keeper, they turned their wheels toward Wilmington at 1.30. The pace soon became a lively one, and Elliott, who was riding in remarkably good shape, began making it warmer and warmer for the other two, and for a while it was a regular scorch. The roads were in too poor a condition to enable this to be kept up, however, and the gait settled down to a steady one, that brought the trio into Wilmington about 7 o'clock, making the 100 miles in less than twelve hours, breaking the local records; while McDaniel's mileage for the 24 hours beats Dallett's figures, made last summer, on the Lancaster pike and one of the country roads.

It is the intention of McDaniel, and either Elliott or Merrihew, to go for the pike records as soon as the weather permits—both tandem and single—and I violate no confidence when I state that I think some of those figures will have to go.

Philadelphia, March 31, 1889.

"ARIEL."

*"STARLEY" NOT "STANLEY."*

LAST week we printed the advertisement of John Wilkinson Co., as selling the "Stanley" Rover. Heaven save the mark and also shrive the soul of the mutilated and dead composers who, for

some inscrutable reason took out an R and substituted an N after the proof and revise had been corrected. We make amends by printing the advertisement correctly this week, and asking the pardon of the John Wilkinson Co. See the advertisement.

*WHAT GOOD ROADS MEAN.*

WHAT good roads mean is this, described in a letter from a bicyclist, who rode over some of the South Ohio highways, and found them all to be desired. At Hamilton, in the auditor's office, a gentleman told me that he thought farms were worth one half more for being on the pike than if they were off it. Pikes are certainly worth many times their cost to the people.

The auditor of Union County told me that their pikes cost them \$2000 to \$2500 per mile, according to the distance of the gravel, and that they sometimes hauled the gravel as much as four miles. The Hardin County plan of taxation seems to me to be the best for making roads. They assess half the cost on the property owners of the road, and the other half on the general duplicate of the whole county. By this plan the city has to stand a share of the expense, which I think is only right, considering that they will be benefited almost as much as the farmers. This farmer I mentioned, in speaking of prices, said he got from four to ten cents a bushel more for his grain, in consequence of having good roads. He said the grain was brought in slowly and regularly, and there was no forcing down of prices by a rush to town when the roads happened to be good. His roads were good all the year round.—*Ravena Ohio Republican.*

*A COUNTER—"NOTICE."*

THE BICYCLING WORLD CO.,

Gentlemen: As you permitted the Warwick Cycle Co., to publish in your columns a disingenuous and untruthful statement to the public under the diaphanous disguise of "what it believes,"—will you please permit us to say to your many readers briefly that we have made no threats of litigation, are not attempting to intimidate its customers, and have not circulated any rumors to the prejudice of that Company. If that Co. were half as industrious in getting at the truth as it is in advertising what it hasn't got and abusing its neighbors, it could have found out whether its absurd information was correct more courteously, at least.

Now that that Co. has itself raised the question, we may answer it as publicly—that its advertisements show that its machines, if constructed as described, infringe three or more of our patents, as we have been advised; but so far we have been unable to find any of its machines to examine. When the long advertised "Warwick Cycles" are really on the market and examined so that we have facts to go by, if we find they do in our belief infringe, we shall according to our custom notify the makers of our claims, and proceed according to law and business courtesy, but without "threats verbal or otherwise" to it or its customers and correspondents."

Pardon us for resenting an unfair and misleading attack in the eyes of the generous bicycling public with whom we have endeavored to deal honorably during these many years of business, and believe us,

Yours with respect,

POPE MFG. CO.

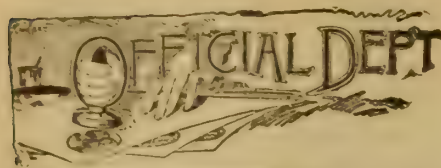
*THE "ADAMS" MEDALS FOR HIGHEST MONTH'S MILEAGE.*

Messrs. Adams & Sons, the manufacturers of Adams Tutti Frutti Chewing Gum, so extensively used in this country and abroad, are unique advertisers. Their latest form of advertising is an enterprising step, which will be appreciated by all road fiends. Messrs. Adams & Sons have offered two gold medals, valued at \$100 and \$50, the first of which will be presented to the American wheelman who makes the highest one month's record between the first day of May, 1889, and the first day of November, 1889. The fifty dollar medal will be presented to the wheelman making the second highest record. The first medal will be more costly and valuable than the first prize presented at the Pullman Road Race of last May.

The conditions are as follows: All records must be submitted to C. W. Fournier, of the Bicycling World or to Mr. F. R. Prial, of the *Wheel*. The records must be accompanied by sworn affidavits of the rider and captain of the club to which he belongs. The affidavit must state distance ridden each day and cyclometer must be inspected before and after the trial. The cyclometer used must be tested before final awards are made. The records will be published from time to time.

ENTRIES for the Pullman road race this year will close on May 10, handicapped May 12, and made known after the tournament.





LEAGUE HEADQUARTERS:  
12 Pearl Street, Room 27  
ABBOT BASSETT, Secretary.

#### National Committees.

National Committees for the year 1889 are hereby appointed and announced as follows:

Executive and Finance—The President and Vice Presidents, (as by the Constitution required.)

Membership—Geo. A. Jessup of Pennsylvania; A. E. Mealey of Maryland and F. L. Casselberry of Ohio. Rights and Privileges—A. Moore Berry of Missouri, Geo. A. Perkins of Massachusetts and Isaac B. Potter of New York.

Rules and Regulations—Wm. H. Emery of Massachusetts, W. A. Davis of Illinois and Charles L. Brockway of Connecticut.

Improvement of Highways—Charles S. Butler of New York, William W. Share of New York and Junius E. Beal of Michigan.

Transportation—W. M. Brewster of Missouri and others to be hereafter designated.

Racing—C. S. Davol of Rhode Island, G. S. Atwater of District of Columbia, H. H. Hodgson of Louisiana, Geo. Collister of Ohio and R. A. Smyth of California.

The Committee on Hotel System, ordered at the last meeting of the National Assembly, is appointed and announced as follows:

Abbot Bassett of Massachusetts, J. H. Cooley of New Jersey and E. A. Demaray of District of Columbia.

All members of the League of American Wheelmen having matters of information or importance to the wheeling interests, are requested to confer with the appropriate committee. Yours fraternally,

CHARLES H. LUSCO MR, President L. A. W.

#### Tennessee Appointment.

Mr. J. W. Sparks, Jr. is hereby appointed Consul for Murfreesboro for the unexpired term.

JOS. R. WILSON, JR. Chief Consul.

#### Connecticut.

I do hereby appoint Mr. W. E. Hibbard as Local Consul for Manchester.

C. E. LAROM, C. C.

#### Circular No. 11.

MASS. DIV. L. A. W.

Office of Chief Consul.

BOSTON, April 2, 1889.

To wheelmen of Boston and vicinity.

A meeting of wheelmen will be held at America Hall, 724 Washington street, Boston, on Monday evening, April 8th at 8 o'clock, to consider plans in the interest of better roads, the advancement of the interests of the League and any scheme which will benefit wheelmen the coming season.

Let every cyclist be present. Good speaking.

Fraternally, WM. H. EMERY, Chief Consul.

#### Rhode Island.

To the members of the Rhode Island Division:

I desire to call the attention of League members in Rhode Island to the renewal season. The books of the League are now open for renewals, and Local Consuls are supplied with the necessary blanks. Hand \$1.00 to any Local Consul, and he will forward it to League headquarters. Every wheelman in Rhode Island should join the L. A. W. The paper alone being worth the dues, not to mention the tours and meals, reduced hotel rates and road books.

The League strives continually to attain benefits for its members, and a wheelman, who does not aid in the good work, must feel mean indeed to take advantage of these benefits, secured by other wheelmen's money and efforts. The work accomplished by this Division in the past year is well known to every rider in the State, and every cyclist should be proud to know that they are assisting to push forward the cause of wheeling. This they can easily do at an expense of less than two cents per week. More members, means more money, and with more money a greater number of benefits can be obtained. Every old member should use his best efforts to bring other wheelmen into the fold, because by so doing they not only assist the cause of cycling, but indirectly benefit themselves. Rhode Island must reach 100 members this year, and consuls are earnestly requested to increase the membership in their districts if possible.

When men who desire to join the League may obtain full information of the Local Consul, and if there is no consul in their vicinity, a letter addressed to the Chief Consul, at Warren, will receive prompt attention.

Fraternally, CHAS. S. DAVOL, Chief Consul.

#### New York.

To the members of the New York State Division:

In accordance with the By-laws of this Division, I hereby assume the duties of Chief Consul vice Mr. George R. Bidwell resigned.

Closely associated with Mr. Bidwell as I have been for the past three years in the capacity of Vice Consul I have had abundant opportunity to know of his unselfish labors in the cause of wheeling rendered oftentimes at the expense of his own private business affairs. The wise judgment and unrivaled executive ability displayed by him in the interest of, and by which he has made, the Division of the Empire State the Empire Division of the League deserves grateful acknowledgment. I desire, therefore, to express the thanks of the New York State Division to Mr. George R. Bidwell for his great labors and untiring zeal in behalf of our organization.

Hoping to receive from the officers and members of the Division the same hearty support they have accorded my predecessor I desire to call attention to the necessity of promptly renewing membership and of recruiting new members. All the energies and resources of the Division are being devoted to securing an improvement in our highways. In order to secure the necessary legislation we need a largely increased membership.

As improved roads, and the right to use them which has been secured to all wheelmen by our organization, appeal to every cyclist there should be no trouble in adding to our strength if each member will only bear in mind that the privilege of membership in the League of American Wheelmen is not without its accompanying duties. The most important of these should be the endeavor on the part of every member to increase the numerical strength of the organization, thereby advancing its interests and extending its influence.

Trusting that it will only be necessary to call attention to the urgency of an earnest and immediate effort on the part of every member and anticipating a largely increased membership. I am, Yours fraternally,

W. S. BULL, Chief Consul.

To Consuls—New York State Division:

In assuming the duties of Chief Consul, the support of the Local Consuls is asked for, in maintaining the present high standard of the Division, and also in making a concerted effort for its increase.

Your attention is called to the following:

"Consuls shall acquire and give information concerning roads, laws, hotels and other matters of interest in their localities, when called upon to do so, to members of the League only; perform such duties as the Chief Consul may require of them, and generally promote the interests of the League and its members. Consuls' term of office shall expire on the 1st day of September of each year."

It is my desire to have a corps of Consuls in this State, who will be ready and willing to perform the duties as above, and also take an active interest in increasing the membership. An acceptance of a re-appointment would be very gratifying from those who will continue to devote the attention to the office that has been given in the past.

Those who cannot give the necessary time and attention to the duties of the office, are asked to suggest some League member of their locality. In the event of acceptance please return to me at once the application, properly filled out and signed. Yours fraternally,

W. S. BULL, Chief Consul.

To the members of the New York State Division: I hereby appoint Dr. George E. Blackham of Dunkirk, N. J., third member of the Executive Committee vice, Mr. John C. Gulick, resigned.

W. S. BULL, Chief Consul.

Buffalo, N. Y., March 25th, 1889.

#### Membership Statistics.

The following table shows the membership of the League at the close of the present year. The numbers at the left indicate rank by numerical strength:

|                       |      |                        |       |
|-----------------------|------|------------------------|-------|
| 9 California.....     | 423  | 35 Vermont.....        | 58    |
| 24 Colorado.....      | 97   | 18 Virginia.....       | 121   |
| 7 Connecticut.....    | 479  | 29 W. Virginia.....    | 38    |
| 27 Delaware.....      | 46   | 22 Wisconsin.....      | 100   |
| 16 Dist. of Col.....  | 165  | 32 Alabama.....        | 14    |
| 5 Illinois.....       | 770  | 35 Arizona.....        | 8     |
| 13 Indiana.....       | 197  | 34 Arkansas.....       | 11    |
| 14 Iowa.....          | 173  | 33 Dakota.....         | 12    |
| 15 Kansas.....        | 169  | 30 Florida.....        | 17    |
| 23 Kentucky.....      | 92   | 31 Georgia.....        | 16    |
| 20 Louisiana.....     | 57   | 32 Mississippi.....    | 14    |
| 17 Maine.....         | 150  | 38 Montana.....        | 2     |
| 8 Maryland.....       | 474  | 38 Nevada.....         | 2     |
| 3 Massachusetts.....  | 1250 | 35 New Mexico.....     | 8     |
| 11 Michigan.....      | 357  | 36 North Carolina..... | 5     |
| 20 Minnesota.....     | 195  | 35 South Carolina..... | 8     |
| 10 Missouri.....      | 394  | 43 Utah.....           | 12    |
| 22 Nebraska.....      | 68   | 39 Washington.....     | 1     |
| 21 New Hampshire..... | 103  | 37 Wyoming.....        | 4     |
| 6 New Jersey.....     | 753  | 39 Bermuda.....        | 1     |
| 1 New York.....       | 2519 | 34 Canada.....         | 11    |
| 4 Ohio.....           | 964  | 37 England.....        | 4     |
| 2 Pennsylvania.....   | 1502 | 35 Nova Scotia.....    | 8     |
| 14 Rhode Island.....  | 270  | 39 Switzerland.....    | 1     |
| 10 Tennessee.....     | 117  |                        |       |
| 28 Texas.....         | 39   |                        |       |
|                       |      | Total.....             | 12103 |

#### APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list to the following week.

List 183—Total 266—

BOSTON, April 5, 1889.

#### CALIFORNIA DIVISION—10—

|                                            |               |
|--------------------------------------------|---------------|
| S. F. Bi. Club.                            |               |
| 21500 Gilliland, Adam, 313 California st., | San Francisco |
| 21501 McKenzie, A. W., 127 Kearny st.,     | "             |
| 21503 Lowry, W. G., 118 California st.,    | "             |
| 21502 Pike, Arthur W., 313 Taylor st.,     | "             |
| 21504 Soule, W. F., 303 California st.,    | "             |
| 21502 Christ, Edward, 42 Fremont st.,      | "             |
| 21503 Clarke, W. H., 127 Kearny st.,       | "             |
| 21504 Cummins, J. T., 1836 Eddy st.,       | "             |
| 21505 Owens, Len. D., 706 Van Ness ave.,   | "             |
| Unattached.                                |               |
| 21534 Pierce, W. Frank,                    | Oakland       |

#### CONNECTICUT DIVISION—22—

|                                              |              |
|----------------------------------------------|--------------|
| New Haven Bi. Club.                          |              |
| 21639 Severy, Ernest Elisha, 393 Temple st., | New Haven    |
| Rambling Wheelmen.                           |              |
| 21615 Sherman, H. D., Adams st.,             | W. Stratford |
| Unattached.                                  |              |
| 21640 Tucker, J. M., 29 Arctic st.,          | Bridgeport   |
| 21569 Fenton, I. R.,                         | Lime Rock    |
| 21567 Thorpe, W. A.,                         | "            |
| 21566 Thorpe, Geo. B., L. Box P              | "            |
| 21568 Wakeman, Walter,                       | Ansonia      |
| 21702 Howard, F. E.,                         | "            |
| 21703 Staub, V. P.,                          | "            |
| 21704 Wilson, H. H.,                         | Avon         |
| 21706 Andrews, John B.,                      | "            |
| 21705 Alcott, Dr. R. W.,                     | "            |
| 21707 Gabriel, Geo. H.,                      | "            |
| 21708 Miller, E. L.,                         | "            |
| 21709 Joyce, James J.,                       | "            |
| 21710 Woodford, J. K.,                       | "            |
| Meriden Wheel Club.                          |              |
| 21696 Borst, Jno. E.,                        | Meriden      |
| 21697 Hatch, W. L.,                          | "            |
| 21698 Hemingway, G. S.,                      | "            |
| 21699 Fairchild, F. L.,                      | "            |
| 21700 Rolfe, H. J.,                          | "            |
| 21701 Wilcox, W. I.,                         | "            |

#### DISTRICT OF COLUMBIA DIVISION—3—

|                                             |            |
|---------------------------------------------|------------|
| Unattached.                                 |            |
| 21641 French, C. J., 8th and D sts., N. W., | Washington |
| 21637 Niver, Edwin B., Civil Service Com.   | "          |
| 21727 Mitchell, Guy C., 1459 S. st., N. W., | "          |

#### ILLINOIS DIVISION—26—

|                                           |             |
|-------------------------------------------|-------------|
| Aeolus C. C.                              |             |
| 21642 Consoer, Edw. J., 130 Park st.,     | Chicago     |
| 21643 Kirkeby, Martin C., 477 N. Robey    | "           |
| 21644 Ryerson, L. H., 577 N. Robey,       | "           |
| 21645 Ryerson, W. B., 577 N. Robey,       | "           |
| Capital City C. C.                        |             |
| 21711 Pierik, Herman, 909 N. 5th st.,     | Springfield |
| 21712 Patton, Will L., Ridgley Nat. Bank, | "           |
| 21713 Ranson, Chas.,                      | "           |
| Carrollton Bi. Club.                      |             |
| 21715 Cheneweth, J. M.,                   | Carrollton  |



|                            |                                                 |              |                                                                  |  |  |
|----------------------------|-------------------------------------------------|--------------|------------------------------------------------------------------|--|--|
| Kankakee Ramblers.         |                                                 |              | 21523 Trask, Chas. B., care Weaver, Shipman & Co. Springfield    |  |  |
| 21716                      | Plante, Edwin U.,                               | Kankakee     | Unattached.                                                      |  |  |
| 21717                      | Plante, B. A.,                                  | "            | 21602 Perrigo, A. H., 1315 Dodge st., Omaha                      |  |  |
| 21718                      | Savoie, Frank,                                  | "            | 21658 Frew, W. L., Sutton                                        |  |  |
| 21719                      | Marr, J. F.,                                    | "            | NEW HAMPSHIRE DIVISION—2—                                        |  |  |
| 21720                      | Todd, Church G.,                                | "            | Exeter Bi. Club.                                                 |  |  |
| 21721                      | Burchard, S. B. Jr.,                            | "            | 21749 Smith, Sam. B., Exeter                                     |  |  |
| 21722                      | Drake, J. A.,                                   | "            | 21750 Taylor, Chas. W., "                                        |  |  |
| Grayville Bi. Club.        |                                                 |              | NEW JERSEY DIVISION—5—                                           |  |  |
| 21579                      | Matthews, J. F.,                                | Grayville    | Atlanta Wheelmen.                                                |  |  |
| Unattached.                |                                                 |              | 21524 Struck, Leo. O., 106 Bleeker st., Newark                   |  |  |
| 21616                      | Thompson, Chas. A., 445 So. LaSalle             | Aurora       | Unattached.                                                      |  |  |
| 21638                      | Ulrici, Henry,                                  | Chicago      | 21631 Winsor, T. J., Bound Brook                                 |  |  |
| 21505                      | Breuton, H. N.,                                 | "            | 21603 Cox, John T., 232 Cooper st., Camden                       |  |  |
| 21628                      | Thompson, L. B., 127 Dearborn ave.,             | Danville     | 21627 Berry, Anson Traver, Chatham                               |  |  |
| 21588                      | Boyd, Edwin C., 109 Jackson st.,                | Jerseyville  | 21576 Schmedes, H. C., 182 Hudson st., Hoboken                   |  |  |
| 21518                      | Shepherd, H. A.,                                | Joliet       | NEW YORK DIVISION—17—                                            |  |  |
| 21548                      | Puffer, C. A., 615 Clinton st.,                 | Lincoln      | Buffalo Bi. Club.                                                |  |  |
| 21570                      | Barrett, J. W.,                                 | St. Joseph   | 21751 Chase, Eva F., 580 Masten st., Buffalo                     |  |  |
| 21646                      | Koch, Frank M., Box 273,                        | Springfield  | N. Y. Athletic Club.                                             |  |  |
| 21714                      | Leroy A., 404 Adams st.,                        | "            | 21753 Graef, H. C., 58 E. 57th st., New York                     |  |  |
| INDIANA DIVISION—4—        |                                                 |              | Harlem Wheelmen.                                                 |  |  |
| Unattached.                |                                                 |              | 21667 Clemons, B., 15 Maiden Lane, New York                      |  |  |
| 21647                      | Lohr, Mason, Abbot House,                       | Muncie       | 21668 Fitzgerald, J., 5th ave. and 22d st., "                    |  |  |
| 21543                      | Markle, A. M.,                                  | Crown Point  | 21662 Healy, A. B., 439 W. 57th st., "                           |  |  |
| 21723                      | Stansbury, Robert J.,                           | Ligonier     | 21664 Lichtenstein, W. H., 150 W. 34th st., "                    |  |  |
| 21724                      | Scott, Elias, Box 42,                           | La Fontaine  | 21666 Newcome, Mrs. L. A., 200 W. 123rd "                        |  |  |
| IOWA DIVISION—3—           |                                                 |              | 21665 Rauchfuss, A., 239 W. 48 st., "                            |  |  |
| Osceola Wheel Club.        |                                                 |              | 21663 Sumann, E. E., 128 E. 123, "                               |  |  |
| 21589                      | Hyland, W. M., Box 177,                         | Osceola      | 21669 Taintor, H. H., 326 E. 87th st., "                         |  |  |
| 21549                      | Jeffrey, W. C.,                                 | "            | Unattached.                                                      |  |  |
| 21550                      | Smith, O. F., 201 Yale,                         | "            | 21660 Tynel, Benj. L., 117 Bergen st., Brooklyn                  |  |  |
| KANSAS DIVISION—1—         |                                                 |              | 21564 Barney, Geo. F., 327 E. 30th st., New York                 |  |  |
| Olathe Wheelmen.           |                                                 |              | 21661 Graff, Isaac P., 48 West 83rd st., "                       |  |  |
| 21535                      | Harder, H. H.,                                  | Olathe       | 21537 Palmenberg, W. F., 466 Broome st., "                       |  |  |
| KENTUCKY DIVISION—4—       |                                                 |              | 21593 Darling, D. H., 25 Lake st., Owego                         |  |  |
| Lou. Cycle Club.           |                                                 |              | 21752 Chappell, W. J., 114 10th st., Buffalo                     |  |  |
| 21728                      | Johnson, G. E., 1919 Floyd st.,                 | Louisville   | 21754 Becraft, Frank, Tuxedo Park                                |  |  |
| 21729                      | Waters, Warren M., 3419 High ave.,              | "            | OHIO DIVISION—11—                                                |  |  |
| 21730                      | Meek, Walter H., 618 5th st.,                   | "            | Painesville Ramblers.                                            |  |  |
| Unattached.                |                                                 |              | 21686 Gage, John W., Box 520, Painesville                        |  |  |
| 21571                      | Wilson, R. D., 43 Main st.,                     | Lexington    | 21685 Hadel, Edw. W., Box 450, "                                 |  |  |
| LOUISIANA DIVISION—2—      |                                                 |              | 21687 Talmadge, Niel, Box 655, "                                 |  |  |
| N. O. B. C.                |                                                 |              | 21688 Wolff, Wm. J., Box 106, "                                  |  |  |
| 21725                      | Chapman, C. P., 847 Carondelet st., New Orleans | "            | 21689 Young, Stace F., Box 417, "                                |  |  |
| Unattached.                |                                                 |              | Quaker City Wheelmen.                                            |  |  |
| 21726                      | Kennard, John Hansom, 33 Carondelet st.,        | New Orleans  | 21604 Thomas, Will F., 248 New Garden st., Salem                 |  |  |
| MAINE DIVISION—14—         |                                                 |              | Unattached.                                                      |  |  |
| Volunteer Wheel Club.      |                                                 |              | 21531 Sturgeon, O. C., 91 Water st., Cleveland                   |  |  |
| 21552                      | Bryson, J. Frank,                               | Houlton      | 21585 Roush, W. C., Lebanon                                      |  |  |
| 21553                      | Champeon, De Forrest,                           | "            | 21565 Garlow, Samuel, Leetonia                                   |  |  |
| 21554                      | Fox, Theodore J., Box 154,                      | "            | 21577 Freeman, Paul, Ravenna                                     |  |  |
| 21555                      | Hutchinson, M. L.,                              | "            | 21755 Green, W. R., Uniopolis                                    |  |  |
| 21551                      | Lunt, C. G.,                                    | "            | PENNSYLVANIA DIVISION—33—                                        |  |  |
| 21551                      | Mulherrin, J. C.,                               | "            | Chambersburg Wheel Club.                                         |  |  |
| 21557                      | Philbrick, Merchie E.,                          | "            | 21605 Hassler, B. K., 648 So. Main st., Chambersburg             |  |  |
| 21558                      | Putnam, Amos,                                   | "            | 21606 Hollinberger, H. W., "                                     |  |  |
| 21559                      | Whitcomb, C. B.,                                | "            | 21607 Lane, Geo. H., "                                           |  |  |
| 21560                      | Whitcomb, Geo. G.,                              | "            | 21608 Reauck, J. W., "                                           |  |  |
| Unattached.                |                                                 |              | 21609 Shull, Geo. W., "                                          |  |  |
| 21580                      | Hutchins, E. B., Box 761,                       | Bangor       | Frankfort B. C.                                                  |  |  |
| 21674                      | Catland, Thos. R., 120 Lisbon st.,              | Lewiston     | 21756 Krewson, J. Ward, 1334 Chestnut st., Philadelphia          |  |  |
| 21581                      | Stetson, E. S., 65 Lisbon st.,                  | "            | 21757 Lottenberger, Geo. L., Sandiford, 23d Ward, Philadelphia   |  |  |
| 21525                      | Goldstein, G.,                                  | Lisbon Falls | 21758 Roberts, Chas. E., 411 Bridge st., Frankford, Philadelphia |  |  |
| MARYLAND DIVISION—2—       |                                                 |              | Pennsylvania Bi. Club.                                           |  |  |
| Unattached.                |                                                 |              | 21676 Havens, F. B., 1723 Master st., "                          |  |  |
| 21632                      | Flack, David, 1820 N. Charles st.,              | Baltimore    | Warren Cycle Club.                                               |  |  |
| 21731                      | Seal, A. G., Box 694,                           | "            | 21587 Heck, W. Boyd, Warren                                      |  |  |
| MASSACHUSETTS DIVISION—71— |                                                 |              | 21586 Stewart, Richard B., M. D., "                              |  |  |
| Berkshire Rovers.          |                                                 |              | Unattached.                                                      |  |  |
| 21738                      | Ackert, D. H., 6 Freeman ave.,                  | No. Adams    | 21673 Brevillier, C. G., 121 E. 10th st., Erie                   |  |  |
| 21739                      | Worden, M. S.,                                  | "            | 21612 Walton, W. H. Jr., 4633 Wayne av. Germantown               |  |  |
| New Bedford C. C.          |                                                 |              | 21623 Denison, Clarence, Hotel Barker, Hanover                   |  |  |
| 21519                      | Batchelder, Percy E., 31 Dartmouth st.,         | New Bedford  | 21070 Schmuck, Percival, Box 383, "                              |  |  |
| 21509                      | Coggeshall, John L., 59 Hillman st.,            | "            | 21547 Clark, Alden D., Kane                                      |  |  |
| 21520                      | Howland, Cyrus C., 152 Gunnell st.,             | "            | 21078 Sweet, H. W., Box 20, "                                    |  |  |
| 21510                      | Parlow, Albert M., 3 Richmond st.,              | "            | 21072 Sanford, E. L., Mansfield Valley                           |  |  |
| 21528                      | Rogers, Chester G., 305 Acushnet ave.,          | "            | 21011 Case, Harry L., Oil City                                   |  |  |
| 21634                      | Weeks, Arthur R., 25 Willis st.,                | "            | 21010 Tracy, G. B., "                                            |  |  |
| Northampton Wheel C.       |                                                 |              | 21750 Innis, Chas. F., Box 440, "                                |  |  |
| 21573                      | Leigh, Lewis E., 88 Wash. ave.,                 | Northampton  | 21700 Reed, J. M., "                                             |  |  |
| No. Easton Wheel C.        |                                                 |              | 21701 Stephenson, W. B., care Green Line, "                      |  |  |
| 21512                      | Holmes, C. B.,                                  | No. Easton   | 21702 Sowers, Frank, Box 93, "                                   |  |  |
| Outing Bi. Club.           |                                                 |              | 21703 Jones, Thos. F., Wissahickon ave. Germantown               |  |  |
| 21508                      | Surbridge, R. C., Harvard,                      | Cambridge    | 21516 Hartshorne, Edw. Y., 228 So. 3d st., Philadelphia          |  |  |
| Springfield Bi. Club.      |                                                 |              | 21030 Lybrand, Wm. M., 207 Norris st., "                         |  |  |
|                            |                                                 |              | 21022 Royal, Jos., 1000 Market st., "                            |  |  |
|                            |                                                 |              | 21030 Simon, Hermann, 85 Holly st., "                            |  |  |
|                            |                                                 |              | 21578 Yeager, Chas. A., 1831 Nth 22d st., "                      |  |  |



21677 Clark, W. E., 143 Fourth ave.,  
 21671 Brown, W. T.,  
 21670 Rhodes, Edw. W.,

Pittsburg  
 Wayne  
 "

## RHODE ISLAND DIVISION—10—

Friends Cycle Club.

21682 Shipley, Wm. Ellis, Friends School, Providence  
 Providence High School Wheelmen.

21614 Barker, Roy Sedgwick, 9 Custom House st.,  
 Providence

Unattached.

21539 Johnson, Henry J., 12 Maple st., Providence

21680 Rands, Wm. C., 13 Weybosset st., "

21613 Smith, Arthur M., 9 Custom House st., "

21683 Tanner, H. S., 40 Westminster st., "

21684 Thurston, Warren G., 209 Westminster st.,  
 Providence

21538 Tinkham, D. C. H., 283 Westminster st., "

21681 Shaw, Eddy M., Locomotive Works, "

21764 Monroe, Chas H., 25 High st., Pawtucket

## VIRGINIA DIVISION—1—

Unattached.

21517 Evans, T. Davis, 906 Federal st., Lynchburg

## WEST VIRGINIA DIVISION—1—

Wheeling Wheelmen.

21532 Pipes, Dr. John R., 2131 Market st., Wheeling

## NEW MEXICO—1—

Unattached.

21766 Stuble, Serg't John W., 10th Infl'y, Santa Fe

## TEXAS—1—

San Antonio C. C.

21765 Hensley, Frank A., 233 E. Houston st.,  
 San Antonio

## New York.

I hereby appoint Mr. Chas. W. Adams of Buffalo,  
 a representative to the New York State Division  
 Board of Officers to fill the vacancy caused by the  
 death of Dr. H. T. Appleby.

W. S. BULL, Chief Consul.

Buffalo, March 25th, 1889.

## Pennsylvania.

I have designated "High Falls Hotel" Dingmans  
 Ferry Pike Co., Pa., as a League Hotel. Rates to L.  
 A. W. members \$8.00 per week and \$2.00 per day.

GEO. A. JESSUP, Chief Consul.

## Renewal List.

Boston, April 5, 1889.

## List No. 1

|                    |     |                     |      |
|--------------------|-----|---------------------|------|
| California.....    | 35  | Tennessee.....      | 5    |
| Colorado.....      | 6   | Texas.....          | 5    |
| Connecticut.....   | 59  | Vermont.....        | 15   |
| Delaware.....      | 6   | Virginia.....       | 3    |
| Dist. of Col.....  | 31  | W. Virginia.....    | 1    |
| Illinois.....      | 86  | Wisconsin.....      | 1    |
| Indiana.....       | 24  | Alabama.....        | 1    |
| Iowa.....          | 17  | Arkansas.....       | 2    |
| Kansas.....        | 7   | Dakota.....         | 3    |
| Kentucky.....      | 10  | Florida.....        | 1    |
| Louisiana.....     | 1   | Georgia.....        | 2    |
| Maine.....         | 12  | Mississippi.....    | 5    |
| Maryland.....      | 35  | Montana.....        | 3    |
| Massachusetts..... | 253 | New Mexico.....     | 5    |
| Michigan.....      | 22  | North Carolina..... | 1    |
| Minnesota.....     | 24  | South Carolina..... | 1    |
| Missouri.....      | 38  | Utah.....           | 2    |
| Nebraska.....      | 6   | Washington.....     | 1    |
| New Hampshire..... | 7   | Wyoming.....        | 1    |
| New Jersey.....    | 75  | Canada.....         | 2    |
| New York.....      | 180 | England.....        | 2    |
| Ohio.....          | 80  | Nova Scotia.....    | 3    |
| Pennsylvania.....  | 217 |                     |      |
| Rhode Island.....  | 24  | Total.....          | 1332 |

Number

Holder

Letter No.

## Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—Enclosed you will find \$..... for initiation fee and dues in the  
 League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur  
 within the meaning of the League definition. I refer to the persons named below.

Date.....

Name.....

Club..... St. and Number, or Box.....

References:..... City.....

State.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is \$1.00; the Annual Dues are \$1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1  
 to April 30. Enclose \$2 with this blank on any date between date of paper and Oct. 30.

✎ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for per-  
 sonal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

Rec'd.....

Folio.....

Holder.....

Letter No.....

LEAGUE OF AMERICAN WHEELMEN.

RENEWAL BLANK, 1889.

ABBOT BASSETT, Secretary, (Box 5267, Boston.)

Date..... 1889.

Enclosed find \$1 in..... for dues to April 30, 1890.

1888 Number..... Name.....

Original Number..... Street and No.....

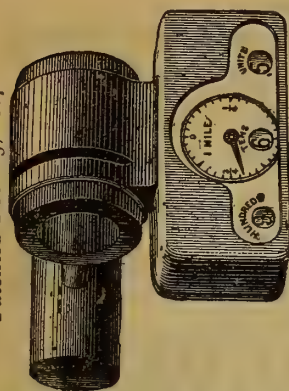
Club..... City..... State.....

Enclosed..... for Holder.

READ CAREFULLY BEFORE FILLING BLANK. Stamp must be enclosed if sender wants receipt. Otherwise the  
 ticket must be the receipt. Don't Forget to send your Numbers. Don't send old ticket. Don't send checks for \$1. Write very  
 plainly—PRINTING PREFERRED. Stamps of a denomination above two cents will not be received.



Patented Feb. 15, 1887.



Ordinary Bicycle, \$10.00  
Safety Bicycle, \$11.00

## All the Accepted Road Records

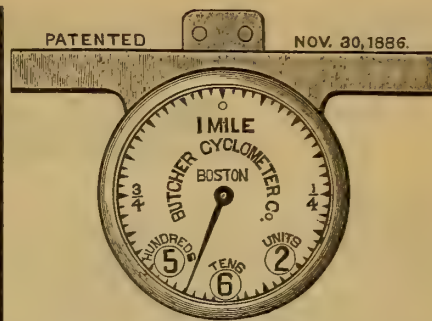
Were measured with, and thousands of the best  
wheelmen use only the

## BUTCHER CYCLOMETER.

SEND FOR CIRCULAR TO THE

**BUTCHER CYCLOMETER CO.,**

338 Washington Street,  
BOSTON, MASS.



Many riders demand a spoke  
cyclometer. We furnish same  
free by mail on receipt of

PRICE, - - - - \$5.00



Mails, &c. A very fine assortment of Second-hand Machines always on hand. Do not  
fail to send for our Bargain List of such, before purchasing. List FREE  
upon application. Repairing in all its branches. Difficult Repairing a  
Specialty !!

### RENTING! NICKELING! ENAMELING!

City Agents for the H. B. Smith Machine Co., makers of the celebrated Pony Special  
Star, 39x24, Star Safety, &c.

Uptown Agents for Mess. A. G. Spalding & Bros. A complete stock of their unex-  
celled Sporting Goods.

## PUNNETT, Merchant Tailor & Athletic Outfitter,

98 & 100 West Ave., Rochester, N.Y.

Use Punnett's Jersey Cloth Garments,  
and you will always be neatly and com-  
fortably dressed. Club Uniforms a specialty.

Be sure and send for Samples and Blanks.

### Tricycles and Tandems.

Columbia Light Roadster, used one year, \$90.00;  
Singer, very good, \$85.00; Marlboro' Light Roadster,  
new last fall, excellent, \$115.00; Columbia Tandem,  
excellent, \$150.00; Marlboro' Tandem, '88 pattern, as  
good as new, \$165.00. The above are great bargains,  
and will only be sold for cash. Should you propose  
purchasing a Tricycle you will find it advantageous to  
write.

**WHITTEN, GODDING & CO.,**  
PROVIDENCE, R. I.

## PATENTS

procured in the U. S. and  
all foreign countries.  
Cycle inventions a specialty.  
Reduced rates to members  
L. A. W. Pamphlet free. HENRY CALVER,  
Atty. at Law, Washington, D. C. (L. A. W. 20,836.)

## New York Bicycle Co.

No. 8 Warren St.--No. 4 East 60th St.  
**NEW YORK,**  
DEALERS IN

### New & Second-hand Wheels Of Every Description.

#### Full Line of Cycling Accessories

Wheels Bought, Sold and Exchanged. Old  
mounts taken in Part payment for new Victors,  
Stars, Rapids, Clubs, Columbias, Eagles, New  
A.T.B. A.T.B. B.T.B. :

## REPAIRS

Of all kinds, and parts and sundries for all make  
machines at lowest rates. Shop worn and Second-  
hand machines in job lots to dealers. Great Bar-  
gains. Send for catalogue of the American Cycles.  
Rear Driver Safeties from \$12 upward.

### MURRAY'S,

243 Columbus Ave., Boston, Mass.

### ONLY 4

Vacancies remain for the

## European 'Cycle Tour.

Write or telegraph at once to

F. A. ELWELL, 152 Pearl street, Portland, Me.



## ARTHUR SIDWELL,

(Late Foreman Rudge Agency Repair Shop.)

### Repairing, Nickeling, Enameling,

AT REASONABLE PRICES.

**NO. 152 CONGRESS STREET,**  
**BOSTON, MASS.**

### S. L. HOUSE & CO.

**BICYCLES**  
Psycho or Singer Safety, \$200  
Tandem Bicycle, \$200  
Ladies' Psycho, 145  
Gents' Psycho, 145  
Royal Singer, 140  
Singer Safety, 135  
Ladies' Singer, 135  
Apollo Safety, 90  
Counter Safety, 75  
Counter Safety, 75  
Copy Safety, 60  
Wanderer Safety, 35  
Little Jewel, \$12 to 25  
Send for catalogue.  
We give you the best  
the price will buy.

38 Van Buren St., Chicago, Ill.

### REPAIRERS If you want SPOKES. " " " RIMS " " " TOOLS. " " " PARIS.

Write to BROWN BROS. MFG. CO., CHICAGO, ILL.



Small Boys' 20 in. wheels, with parallel bearings, \$25.00  
Large Boys' 24 in. with brake and mud guards, \$35.00  
Ladies' or Men's 30 in., ball bearings to both wheels, \$40.00  
Ladies' or Men's 30 in., ball bearings, ALL OVER, \$50.00  
ST. LOUIS, E. C. MEACHAM ARMS CO.

### BICYCLE DEALERS,

Send to HOWARD A. SMITH & CO.,  
Newark, N. J., for '89 catalog and discount  
sheet. Old list cancelled.



# The Springfield Roadster Bicycles

## Hold the World's Records.

|                                               |                                                                    |      |
|-----------------------------------------------|--------------------------------------------------------------------|------|
| No. 1                                         | Wheel, plain and cone-bearing, 50-inch,                            | \$75 |
| No. 2                                         | " ball-bearing, 50-inch, - - -                                     | 100  |
| No. 3                                         | " plain and cone-bearing, 46-inch,                                 | 75   |
| No. 4                                         | " ball-bearing, 46-inch, - - -                                     | 100  |
| No. 5                                         | " ball-bearing, 50-inch, - - -                                     | 110  |
| This wheel has tangent spokes and hollow rim. |                                                                    |      |
| No. 6                                         | Wheel, ball-bearing, 46-inch, - - -                                | 110  |
| This wheel has tangent spokes and hollow rim. |                                                                    |      |
| No. 7                                         | Volant Safety, 31 and 30-inch diameter wheels, ball-bearing, - - - | 115  |

SPEED,  
SAFETY,  
1889  
Catalogue Now Ready.  
Sent Free.

BEAUTY,  
DURABILITY

SPRINGFIELD BICYCLE MFG. CO.,  
178 Columbus Avenue, BOSTON, MASS.  
Headers Impossible. Best Hill-Climbers.

# Schoverling, Daly & Cales,

AGENTS FOR

**New Mail,**  
**VINEYARD, IDEAL**  
and other Bicycles.



AGENTS FOR

Wright & Ditson's  
**LAWN TENNIS**  
A, J, Reach Co.'s  
**Base Ball Goods.**

**302 BROADWAY, NEW YORK.**

## REPAIRS.

We have the only complete

### Bicycle Repair Shop

In New York State. To the usual equipments required in doing a first-class Bicycle Repair Business we have lately added a large

### ENAMELING FURNACE,

Which enables us to produce a finish in every respect equal to that of the best factories.

We are prepared to do

### Bicycle and Tricycle Repairing

Of every description on short notice at prices as low as good material and first-class work will permit. A specialty made of Nickel Plating, Enameling difficult class of Brazing, &c. Satisfaction guaranteed. Correspondence solicited.

### HARRIS & HABERER,

Successors to

E. N. Bowen's Bicycle Repair Business,  
585 Main Street, - - Buffalo, N. Y.

## PHOTOGRAPHY

Send for our new "Handbook on Photography." MILLER & HOPKINS, 412 Fulton Street, Brooklyn, New York, or 4 East 60th Street, New York City.

Cycling Photographic Outfits a Specialty.

Official Outfitters to the League of American Wheelmen.  
Authorized by the Uniform Committee,

*Elliott W. Johnson*  
*A. Malcolm Beckwith* Committee.  
*E. R. Rimmer*

## Browning, King & Co. A. G. Spalding & Bros.

Official Tailors of the L. A. W.



406, 408, 410 & 412

Broome Street,  
NEW YORK.

The Only Official Tailors to the L. A. W.

COAT, \$8.25, BREECHES, \$5.50.

Cloth, \$2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25

Shirts. League Regulation.....2.00

No. XX Fine Cheviot for hot weather wear.....1.00

Stockings. Our celebrated Linen Sole Stocking, League color.....1.00

Belts. No. X Silk, Edge's League color, white centre, Snake Buckle......50

No. XX Worst Solid, League color, Snake Buckle......40

Shoes. Our new L. A. W. Kangaroo Shoe, hand made, light, strong, elastic.....5.00

No. 1, Canvas, leather trimmings.....3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits

**A. G. SPALDING & BROS.,**

241 Broadway, New York.

108 Madison St., Chicago.



**HOLMES & CO.**

We call special attention to our New Circular for the coming season. We have added several new things to our list, which we trust the trade will appreciate.

## Jersey-Fitting Garments

### Holmes' Thigh Stocking.



IMPROVED.

The attention of the Wheelmen and the trade is kindly called to our new Thigh Stocking. The enclosed cut gives a correct description of this stocking and its design, and needs no argument to show that they are the best thing that has been made for holding the stocking in position. They are Ribbed, Jersey-Fitting, and very elastic, regular made, double heel and toes. The form and proportions of the foot, heel, toe, ankle, calf and leg are perfect.

Jersey - Fitting  
Stocking.

- 3-3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, \$1.50  
3-1. Black, navy, grey mixed, stocking, \$1.25  
1-1. Black, navy, grey mixed, stocking, \$1.00

Send for Illustrated Catalogue and Price List.

Manufactured by

**HOLMES & CO.,**  
109 Kingston Street, Boston, Mass.

**Browning, King & Co.**

406, 408, 410 & 412



Broome Street,  
NEW YORK.

The Only Official Tailors to  
the L. A. W.

PRICE LIST L. A. W. UNIFORMS.

COAT, \$8.25. BREECHES, \$5.50.

Cloth, \$2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c.

**BICYCLE and ATHLETIC GOODS.**

The Kingston Knitting Co.,

OF BOSTON, MASS.,

Manufactures, for the trade and clubs, the most beautiful line of Athletic goods made, and in the latest colors, in PLAIN, STRIPED and mixed cloths, in worsted, wool and Jersey spun cotton, for Bicycle riders, Gymnasium, Base Ball, Foot Ball and Lawn Tennis Suits, Rowing, Yachting and Bathing Outfits; Hosiery, Caps, etc., all from our special weaving, and for style, elasticity and durability cannot be excelled.

Our JERSEYS, KNEE TIGHTS, KNICKERBOCKERS, TRUNKS, and SUPPORTERS, are unsurpassed for good taste, comfort and easy fitting.

Many novelties in plain and ribbed suits and Sweaters.

Our prices are very reasonable.

Correspondence solicited.

**KINGSTON KNITTING CO.,**

27 Kingston St., Boston



SAVE MONEY. Before YOU BUY  
**BICYCLE OR GUN**  
Send to A. W. GUMP & CO., Dayton, O., for Prices. Over 400 shop worn and second hand Cycles, Repairing and Nickeling. Bicycles, Guns and Typewriters taken in trade.

Factory Price. Our Price.

|           |        |         |         |
|-----------|--------|---------|---------|
| NEW       | 48 in. | \$50 00 | \$27 00 |
| ACME      | 46 in. | 45 00   | 25 00   |
| BICYCLES. | 44 in. | 40 00   | 23 00   |

Rubber tires with tool bag and tools.

**Bicycle Dealers**

Should not fail to write

A. W. GUMP & CO., Dayton, O.,

if they are in need of any

Second Hand Bicycles.

Describe what you want and about what price.

Mention this paper.

**Good Live Agents Wanted**

In every town where these wheels are not already represented. Correspondence solicited.

**GORMULLY & JEFFERY'S**

American Champion Bicycle,

American Light Champion Bicycle.

American Rambler Safety, for either Lady or Gentleman.

American Challenge Bicycle.

American Ideal Bicycle.

American Ideal Rambler Safety, for either Girl or Boy.

American Ideal Tricycle.

American Challenge Tricycle,

AND SUNDRIES.

**MERWIN, HURLBERT & CO.,**

GENERAL AGENTS,

26 West 23rd Street,

NEW YORK



GET THE BEST!  
THE

**Standard  
Cyclometer.**

Greatly Improved  
for 1889.

No more Rattle.

Simplest and Best Instrument ever Invented.

Made for all Safeties.

Registers 2500 Miles.

**J. A. Lakin & Co.,**

WESTFIELD, MASS.

Send for Circular.

**DON'T**

Botch up your machine with liquid enamel. We will finish your wheel in best baked enamel, and nickel the trimmings, for \$10.00. Parties with '83 Experts, can have their machines fitted with one-piece hollow bars and spades CHEAP. Send for descriptions to

**LINCOLN HOLLAND & CO.,**

Worcester, Mass.

**CEMENT!**

Manufacturers, Dealers and Repairers.

Do you want a Cement equal to London's at one half the price? We have it; just perfected. Send for sample.

**Philadelphia Bicycle Co., Ltd.,**

831 Arch St., Philadelphia, Pa.



## Read & Remember,

That Ladies can learn to ride  
the Ladies' Safety Bicycle at

**ADELPHI HALL,**

52d Street and Broadway,  
**NEW YORK.**

Only a few lessons necessary  
to become proficient.

Competent and experienced  
instructors in charge.

Lessons private, only two pu-  
pils on the floor at one time.

Floor 80x100, affording ample  
space for satisfactory instruc-  
tions and practice.

Gentlemen also instructed in  
the use of the safety or regular  
bicycle.

Classes now forming.

Engagements for lessons may  
be entered in advance, and  
special hours reserved.

Applications for lessons should  
be made at my office.

Send for further particulars  
and terms.

**GEO. R. BIDWELL,**

313 W. 58th St.,

**NEW YORK.**

## TIME PAYMENTS.

Write to us for information in regard to  
the installment plan. New or Second-hand  
machines sold on the above arrangement.

**ST. LOUIS WHEEL CO.,**

311 N. 14th St., - - - St. Louis, Mo.

**HARRY D. HEDGER,**

**Cycle Dealer & Repairer,**

**473 Tremont Street,**

**Boston, - - - Mass.**



\$3.00

\$3.00

**Toulmin's Buffalo Bicycle Shoe,**

Made only of Genuine Kangaroo, 3.00.

Liberal Discount to Bi. Agents. Write for 1889 cir-  
culars of Bicycle and Base Ball Shoes.

**W. B. TOULMIN, Buffalo, N. Y.**

**FOR YOUR SAFETY.**  
**The BUFFALO SAFETY BICYCLE STAND**

Firm, Strong, Portable.



Price, \$1.00.

**A. G. SPALDING & BROS.,**

Sole Agents,  
**NEW YORK AND CHICAGO.**  
The trade supplied.



One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for  
holding the oil, fitted at the top with an Acme tip,  
which can be unscrewed when it is desired to refill the  
oiler. A cap of the same diameter fits over the top.  
Only throws a small quantity of oil at a stroke. Best  
and neatest in the world. Handsomely nickel plated.  
For sale everywhere, or sent by mail on receipt of  
price, 50 cents each. **CUSHMAN & DENISON,**  
144 and 146 Greenwich street, New York.

## BARCAIN LIST.

**Second-hand Bicycles, Tricy-  
cles, Tandems, Safeties, &c.**

FOR SALE BY

**Charles Schwabach,**  
PROSPECT PARK PLAZA, BROOKLYN, N. Y.

| No. | BICYCLES.                                                                                                                                                                                 | Price.  |
|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| 79  | 42-inch Ideal, Plain Pedals, Enameled,<br>Fair order.....                                                                                                                                 | \$15.00 |
| 80  | 42-inch Ideal, Plain Pedals, Enameled,<br>Good order.....                                                                                                                                 | 20.00   |
| 81  | 44-inch Ideal, Plain Pedals, Enameled,<br>Good order.....                                                                                                                                 | 25.00   |
| 82  | 46-inch Ideal, Plain Pedals. Enameled,<br>Good as new.....                                                                                                                                | 35.00   |
| 83  | 48-inch Ideal, Plain Pedals, Enameled,<br>Good as new.....                                                                                                                                | 40.00   |
| 84  | 48-inch Columbia Expert, Ball Pedals, Cow-<br>horn bars, Hollow, Full Nickel, and<br>Wheel in Splendid order.....                                                                         | 80.00   |
| 85  | 48-inch Rudge Light Roadster, Enamel<br>Finish, All good, Cowhorn Bars, Spade<br>Handles, Ball Bearings, Kirk Saddle,<br>At order.....                                                    | 60.00   |
| 86  | 48-inch Star, Noiseless Ratchets, Enamel<br>Finish, Cowhorn Bars, Tires good.....                                                                                                         | 65.00   |
| 87  | 48 inch Expert Columbia, Enamel Finish,<br>Cowhorn Bars, Double Grip Handles,<br>Ball Bearings, Kirk Saddle, At condi-<br>tion.....                                                       | 100.00  |
| 88  | 49-inch Columbia Light Roadster, never<br>ridden, used as a sample, '87 pattern,<br>little shop-worn, all balls, same as new,<br>warranted.....                                           | 110.00  |
| 89  | 50-inch Union, Enamel and Nickel Finish,<br>all in good order, Plain Bearings and<br>Pedals, Alarm Bell.....                                                                              | 35.00   |
| 90  | 50-inch Premier, Plain Pedals, Cowhorn<br>Bars, Enameled Finish, and in good<br>order, Lillibridge Saddle.....                                                                            | 50.00   |
| 91  | 50-inch Columbia Standard, Plain Pedals,<br>Cowhorn Bars, Lillibridge Saddle,<br>Nickel Backbone and Forks, in tip-top<br>order.....                                                      | 50.00   |
| 92  | 50-inch Expert Columbia, Enamel Finish,<br>Kirk Saddle, Cowhorn Bars, Ball Bear-<br>ings, Double Grip Handles, all in best<br>order.....                                                  | 100.00  |
| 93  | 51-inch Columbia Light Roadster, '88 Pat-<br>tern, new in June, only ridden a few<br>miles, everything modern and equal to<br>new.....                                                    | 110.00  |
| 94  | 52 inch Expert Columbia, Enamel Finish,<br>Cowhorn Bars, Ball Bearings, all in At<br>order with Kirk Saddle.....                                                                          | 100.00  |
| 95  | 52-inch American Challenge, with Harvard<br>King Lamp, Drop Bars, Ball Bearings,<br>Enamel Finish, all in good order.....                                                                 | 40.00   |
| 96  | 52-inch American Rudge, Enamel Finish,<br>Cowhorn Bars, Ball Bearings, fine order                                                                                                         | 60.00   |
| 97  | 52-inch Rudge Light Roadster, Enamel<br>Finish. Ball Bearings, Cowhorn Bars,<br>pink of condition.....                                                                                    | 75.00   |
| 98  | 52-inch Expert Columbia, Full Nickel,<br>Ball Pedals, Victor Saddle, Cowhorn<br>Bars and Wheel, in splendid order; a<br>Cheap Wheel who gets it.....                                      | 80.00   |
| 99  | 52-inch New Mail, Enamel Finish, Nickel<br>trimmings, Ball Pedals, Tangent Spokes,<br>Hollow Cowhorn Bars, Ball Head and<br>Wheel in good order.....                                      | 80.00   |
| 100 | 52-inch New Mail, Enamel Finish, Nickel<br>trimmings, Ball Pedals, Tangent Spokes,<br>Hollow Cowhorn Bars, Ball Head and<br>Wheel has only been ridden 15 miles,<br>and a bargain at..... | 100.00  |
| 101 | 54-inch Expert Columbia, Enamel Finish,<br>Cowhorn Bars, Ball Bearings, Kirk<br>Saddle, all equal to new.....                                                                             | 100.00  |
| 102 | 54-inch Standard Columbia, Half Nickel,<br>Straight Bars, Ties in very fair order...                                                                                                      | 30.00   |
| 103 | 54-inch Standard Columbia, same as above                                                                                                                                                  | 30.00   |
| 104 | 54-inch American Rudge, Enamel Finish,<br>Wheel in prime riding order, Cowhorn<br>Bars, Ball Bearings.....                                                                                | 60.00   |
| 105 | 54-inch Standard Columbia, Enamel Fin-<br>ish, a very strong and durable machine<br>for beginners.....                                                                                    | 30.00   |

TERMS CASH.

Machines sent C. O. D. on approval on receipt of  
freight charges both ways and cost of crating.  
**MACHINES TO RENT BY THE DAY, WEEK or**

**MONTH.**

Repairing a Specialty, all work done on the premises.

Sole Agent for

**New Mail, Columbia and Club Bicycles, Tri-  
cycles and Safeties.**

All Branches of the Bicycle Business, Riding Acad-  
emy with competent instructor, perfect riding guaran-  
teed. All Sundries and Parts for Sale. It will pay  
you to send or call before buying elsewhere.



PEORIA, ILL., March 18th, '89.

Gormully &amp; Jeffery Mfg. Co.,

Chicago, Ill.,

DEAR SIRs—Please send us at least a few more of your Ramblers, just as soon as possible, for we are entirely out excepting sample, and are needing them badly. This machine is taking wonderfully well, and we hear nothing but favorable comments on all sides. We are glad that you have made it rideable by ladies as well as gentlemen, and we are much mistaken if numbers of them do not sell to ladies. We find it especially liked on account of its steering and also because of the entire freedom from vibration, which you obtain by the use of a rocking joint, without complicating the machine a particle. The new chain is a feature in itself, and is the most original and most noiseless chain on the market. In fact the machine bristles with good points, and is well worthy of the large demand.

Very truly,

ROUSE, HAZARD &amp; CO.,

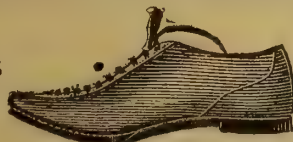
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MANUFACTURERS OF

THE CHAMPION BICYCLE SHOE

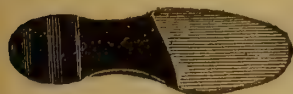
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Running, Walking, Tennis Foot Ball and our Light Weight Base Ball Shoe.



Price \$4.75

These shoes are made from Kangaroo or Russet calf, and are noted for their light weight and durability.

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237 Canal St., cor. Centre, New York.

**BICYCLING NEWS**—the Cyclers' Illustrated Paper—Every week by mail for a year, \$2.50. Contains sketches of the latest inventions and of well-known European and English routes. Also special correspondence from the United States and all countries; useful information and accounts of tours. The oldest and most interesting cyclists' paper in the world.

Postage stamps not received in payment.

**BICYCLE TACTICS.** By Capt. T. S. Miller. A complete manual for drill by clubs. 20 cents. New edition now ready. For sale by *Bicycling World* Co. 12 Pearl St., Boston.

**SPRING OPENING.**

THE MOST COMPLETE STOCK

—OF—

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**Woolens**

IN THE COUNTRY.

A New Feature  
for this Season,**OUR \$18.00 SUITS**  
TO ORDER.

Estimates and samples cheerfully furnished for

**Uniform Suits,**All the leading Cloths in Stock.  
SATISFACTION GUARANTEED.

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The Tailor.

145 and 147 Bowery, and  
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General Athletic Outfitters,

128 FULTON ST., } NEW YORK.  
78 NASSAU ST., }



# Premier Bicyclopedia.

**SPECIAL PREMIER SAFETY—\$135.** Cold-drawn seamless steel tube, Ball-Bearings all round, 30 and 28-inch wheels, Hancock's non-slipping tyres, weight 46 lbs. Light, strong, graceful, and the best steering Safety made; no dip in turning. The only light Safety suitable for both ladies and gentlemen.

**POPULAR PREMIER SAFETY—\$105.** Steel Diamond Frame, the strongest and most rigid made. Tubular Steel Forks Ball-Bearings all round. 30-inch wheels. Butted spokes. Square bar Ball-Pedals. Weight 49 lbs. A thoroughly reliable, Roadster Safety, suitable for any weights or roads, at a moderate price.

**YOUTH'S PREMIER SAFETY—\$65.** Steel Tube, Hollow Steel Forks, Adjustable Ball bearings to Driving Wheel and Crank Shaft, 26-inch Wheels, Butted Spokes. The finest Boy's Safety manufactured. Fully warranted and will last until the Rider has attained full growth.

**PREMIER TANDEM SAFETY—\$200.** Easily "The King of Tandem Safeties." Holds an absolutely Spotless Record for strength and durability on American roads. The only Tandem Safety built on correct mechanical principles. Double steering. Brakes on both wheels. Ready for a lady rider at any time, without alteration. Geared 55 or 60-inch at purchaser's option.

**PREMIER WARRANT—**We warrant all the Premier Cycles bearing our stamp and that of Hillman, Herbert & Cooper, to be free from defects in material, workmanship or construction, and will make good at any time within a year from date of purchase, any breakage not caused by use, misuse, or neglect.

**PREMIER INTERCHANGEABILITY—**We guarantee all Premiers sold by us to be made strictly to gauge, and to be thoroughly interchangeable, without fitting. We can supply parts at all times from stock on hand.

**PREMIER AGENCIES—**We are Sole United States representative for the Premier Cycles, under contract with Messrs. Hillman, Herbert & Cooper, and genuine Premiers can only be obtained from us or our authorized Agents. Premier Agencies have been established in all the Cycling Centres and many smaller towns. Live Wheelmen in unoccupied territory should write us at once for full particulars.

Immediate Delivery. Illustrated Catalogue Free.

**LLEWELLYN H. JOHNSON, Orange, N. J.**

**1889.**

## *NEW RAPID SAFETY.*

*30 inch wheels, 7-8 tires to both wheels, guaranteed to carry any weight rider over any kind of road.*

*Weight Complete, . . . 47 Pounds.*

*Ladies' Safety (<sup>NEW</sup><sub>RAPID</sub>), ready for delivery in April.*

**DON'T BUY UNTIL YOU SEE OUR CATALOGUE.**

*The Clark Cycle Co., Baltimore, Md.*



Very little worn. \$60.00. 48 inch Special Star, balls to front wheel; first class order; \$75.00. Both bargains at the price. E. & W. VAN WAGONER, Newport, R. I.



# "An Ever Glowing Stream of Light."

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We have recently closed an arrangement to handle the INVINCIBLE SAFETY AND TRICYCLE LANTERN, the most satis-



factory that we have seen of domestic or foreign make. It has an adjustable grip socket to fit the clip of almost any machine, at-



tached to the lantern with a parallel link and spring arrangement which reduces vibration to a minimum and checks sudden jars. The glasses and reflector are good-sized, and it is a splendid lantern in every respect. Price, japanned, \$6.

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## **New Columbia Riding School,**

### **47 Franklin Street, Boston.**

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**POPE MFG. CO., Boston, New York, Chicago.**

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**BICYCLE BARGAINS.** Unprecedented opportunity to secure first-class machines at second-class prices. A number of second-hand and shop-worn high-grade machines for sale at extremely low prices. Send for special list.

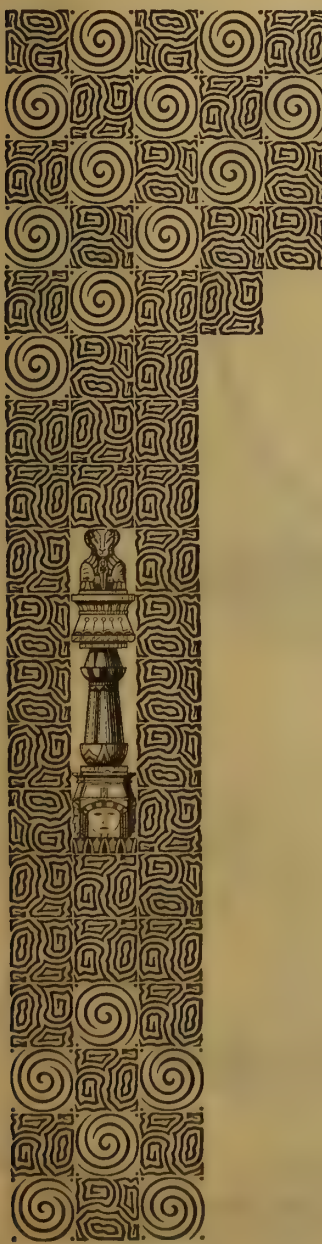


# FOUNDED THE 1878 BICYCLING WORLD & BULLETIN. DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.  
5 cents a copy.

BOSTON, 12 APRIL, 1889.

Volume XVIII.  
Number 24.



**V**IBRATION IN CYCLING was the subject of a paper recently read by Dr. Benjamin Ward Richardson, at a meeting of the Society of Cyclists (London). "I am of the opinion," says the Doctor, "that nothing produces so much injurious fatigue, or so bad an effect on the health in cycling as vibration. It is a shock to the nervous system, causing a continued feeling of vibration through the body, a sense of nausea, and a degree of nervous prostration, accompanied with a reduced power of the lower limbs, which, to say the least of it, is very inconvenient, and which in a feeble person may be attended with actual risk."

The cause of the mischief is what medical men call "spinal shock." It is very much like, and in essence is the same as that kind of shock which is noted in railway accidents, the difference being that in railway accidents the shock is inflicted by one or two violent concussions, while in cycling the shock is produced by a number of minor shocks, which produce the injurious effect from an accumulative action upon the spinal cord, and, through it, to some extent, on the brain. Excessive vibration causes a general fatigue and a painful reduction of muscular power in the lower limbs.

An efficient spring fork annihilates vibration.

A perfected spring fork is found only in the Victor Safety.



**Testimonials.**

WEST RANDOLPH, Vt., Sept. 21, 1888.  
H. B. SMITH MACHINE CO.

Dear Sirs—Enclosed find check to balance account for 39x24 Star. It is the best wheel I ever rode. Have surmounted hills that no one ever thought could be ridden, and generally confirmed the other safety riders as to speed as well. Yours truly,

L. P. THAYER.

to speed I think there is little if any difference. Truly yours,

FRANK C. BLODGETT.

**NORWICH PHARMACAL COMPANY.**

Laboratory and office E. Main St.

NORWICH, N. Y., March 25th, 1889.

H. B. SMITH MACHINE CO., Smithville, N. J.  
Gentlemen—I ride a 48-inch Special, and am more than suited with it. This is the third season and it is as sound as a new wheel. I never had a spoke grip on it yet.

Yours truly,

M. P. GREEN.

easiest wheel up hill I ever rode, and under favorable conditions has lots of speed. If you had only got this 39x24 out before the "Safety craze" struck us there would have been no limit of its sale.

Yours,

D. B. BONNETT.

PORTLAND, Me., March 11th, 1889.

H. B. SMITH MACHINE CO.

Dear Sirs—Having disposed of the 39x24 Special Star we received from you the first of the year, and having proved by practical trial over our snowy streets that it is all you

**THE NEW STAR, 39x24**

Mohegan Lake School, PEEKSKILL, N. Y.  
H. B. SMITH MACHINE CO.

Dear Sirs—My new 39-inch Star arrived yesterday, and it is a beauty. I gave it a good trial, and find that for the rough, sandy, hilly roads which surround this place, it gives me better satisfaction than my 45. As

414 South Broad St.,

ELIZABETH, N. J., March 16th, 1889.

H. B. SMITH MACHINE CO.

Gentlemen—Star received on the 14th. Handle bar and brake lever very satisfactory. This is quite a machine, I like it better than either the 45 or 48-inch Star; it is the

claim for it; we take pleasure in ordering two more, which we desire for our own use. We want 39x24, 2-3 nickel, with balls, front and Hollow Spade Bar. You may send us one of the large size leather touring bags when you ship wheels. Yours truly,

SIMONS & DOW.

**1889 Machines Ready for Market.**

Catalogue Free. Address

H. B. SMITH MACHINE CO.,

Smithville, N. J.



**SPECIAL.**

All Advertisements in this Department 20 cents a line.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.

**WHEEL COMPANION WANTED**—European Tour; third one, party of three; reasonable economy. Address, J. W. C., Room 2, Arcade B'ldg., Schenectady, N. Y.

**ATTENTION WHEELMEN!** Send 25 cents for bottle Walter's Lubricating Oil for your bicycle; after trial you will use no other. Guaranteed not to gum from use. Address J. B. WALTERS, Shreveport, La.

**STAR WANTED**—51-inch Special Star, 1888 make; direct spokes and hollow rims preferred; hollow frame required. Must be in A1 order. Will exchange for Safety, Crank or Tricycle. L. H. JOHNSON, Orange, N. J.

**FOR SALE**—Two Experts: in first-class condition. 56 inch, \$70; 54-inch, \$75; also 54-inch National; in fine condition, \$60. BROWN & GREENLEAF, 96 Brattle st., Cambridge, Mass.

**CYCLIST'S RECORD BOOK**, for recording rides. Only 25 cents. CYRUS BATCHELDER, Sanford, Me.

**M. A. WOODBURY**, Bradford, Pa., Mfr. Europa Home Trainer and Bicycle Stand. Also have largest and best line of cycles between New York and Chicago, Buggies, Carts, Desks, Rubber Goods, Rubber Stamps, &c., Wholesale and Retail.

**ZOOK, Lititz, Pa.,**

Takes Cycles in payment for books, stationery, organs, pianos and miscellaneous goods. List free. Rare bargains in second-hand Wheels. Will trade a Tandem for a Safety. Advertising taken from newspaper men who wish mounts. One Buggy to trade.



**L. A. W. BADGES,**

For Gold Pins of the Official

Design, send direct to

**CHAS. H. LAMSON,**

177 Middle Street,

Portland, Me.

**Patented.** Price, \$3.50, \$5.00, \$7.00 and \$8.00, according to finish. **Diamond Badges** \$15 to \$50 for the larger pins, and \$10 to \$30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

**LAMSON'S LUGGAGE CARRIER**, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

**E. C. BENNETT,**

—AGENT FOR—

**VICTOR, STAR & EAGLE.**

We carry a fine list of second-hand wheels. Send for list. Repairing a specialty. We also carry a full line of sundries.

160 Orange St.,  
NEW HAVEN, CONN.

**FOR SALE OR EXCHANGE.**

In this Department, 15 cents a line. Cash must accompany the order.

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**FOR SALE**—Cheap. Swift Safety. S. E. R., care Columbus Buggy Co., Columbus, Ohio.

**FOR SALE**—40-inch American safety bicycle. Address T. C. KANTZ, Selinsgrove, Pa.

**VICTOR TRICYCLE**—Latest pattern; cyclometer; good condition; a bargain. W. HUDSON NEEDHAM, No. 49 Fountain St., Worcester, Mass.

**VERY CHEAP**—A 54-inch Star, in fair condition; or will exchange for a crank machine. H. W. CROCKER, 1560 Monsey ave., Scranton, Pa.

**FOR SALE**—54-inch American Rudge. A1 condition. FRED. KIMBERLY, 7 Franklin st., Auburn, N. Y.

**FOR SALE**—48-inch Special Star; two-thirds nickeled; with spoke cyclometer; in perfect condition. Price \$75. E. M. SHAW, 23 Chapin ave., Providence, R. I.

**WANTED**—Victor Safety or Special Star, for cash; or any other make of wheel. Lock Box 45, Bainbridge, N. Y.

**CHALLENGE TANDEN**—(Lightest and best made). Ball bearings; new last August; only slightly used; good as new. Will be sold low for cash. Address C. Tandem, Utica, N. Y.

**FOR SALE**—Rudge Humber Tandem; first-class condition; with cyclometer and lamp. C. H. HOWLAND, Journal, Providence, R. I.

**59-INCH** Columbia Light Roadster, in perfect condition, for \$75. Also a 56-inch Expert, same condition, for \$65. Address, C. E. TITCHENER, Binghamton, N. Y.

**FOR SALE**—56-inch Victor, in excellent condition, \$80. cash. F. B. JONES, 40 Wall st., New York.

**FOR SALE**—52-inch nickel American Club; ball bearings, cone pedals; excellent order; K. of R. hub lamp. Also 56-inch Expert, enameled except spokes and bar; ball bearings, parallel pedals, very little used, good as new; write for particulars. CHARLES E. WHITTEMORE, 579 Broadway, New York, N. Y.

**FOR SALE**—48-inch '88 Victor Light Roadster, new, in perfect order. Price \$95; sold on account of size; will be shipped with privilege of examination, upon receipt of express charges. H. R. OLMSTED & SON, 413 Clinton st., Syracuse, N. Y.

**STANDARD COLUMBIA**—48 inch, nickel except wheels; cow horn bars, Lillibridge saddle, good condition, \$40. Full nickel, 48-inch Expert; lamp, bell, stand, new saddle, \$70. W. H. SHIPMAN, 77 S. 13th st., Newark, N. J.

**FOR SALE**—Columbia Tandem Trike, in good order, \$150. W. L. WELCH, 303 Walnut st., Philadelphia, Pa.

**FOR SALE**—A bargain. A genuine convertible Beeston Humber Tandem, in excellent condition; fitted with best Butcher cyclometer, and "King of the Road" lamp. Apply to HARRY D. HEDGER, 473 Tremont st., Boston.

**FOR SALE CHEAP**—54-in. Victor L. R. Bicycle; enamel finish; A1 condition. Price \$80. Address WHEELMAN, Lock Box 50, Wappingers Falls, N. Y.

**55-INCH** New Mail; ridden 57 miles; enamel not scratched; perfect condition. A true bargain. P. W. DAVIS, 153 Brattle street, Cambridge, Mass.

**FOR SALE**—Humber Tandem; new last year. Best offer over \$100. A. C. RHODES, Taunton, Mass.

**FOR SALE**—A Singer straight-steering tricycle, with cyclometer and carrier; used one year; tires worn, otherwise first class; price \$100.00. Address G. L. C., Providence, R. I.

**FOR SALE**—A Special Quadrant Tricycle, cost \$200; has not been ridden 50 miles. A chance for some one to receive a wheel at a bargain. ARTHUR PEREGO, 128 Fulton St., New York.

**FOR SALE CHEAP**—Victor Tricycle, address the Rev. CHARLES W. HAYSE, D. D., Westfield, Chautauqua Co., N. Y.

**FOR SALE**—54-inch Expert; full nickel; ball bearings all over; good condition; cheap. C. A. CONOVER, Coldwater, Mich.

**56-INCH** Singer Challenge Bicycle; practically as good as new; ball bearings to both wheels and pedals; Kirkpatrick saddle; cow-horn bars. Cost \$115; will sell for \$65, or would exchange for Singer Safety, J. WESTON, 2 Warren ave., Boston.

**FOR SALE**—Marlboro' Club Tandem Tricycle; in fine condition, and will sell at a bargain. Apply at once to A. O. MCGARRETT, Box 124, Springfield, Mass.

**SPECIAL** Humber Crippler tricycle, nearly new. An elegant machine at a great bargain. Cost \$200. L. H. PORTER, East Orange, N. J.

**FOR SALE**—A Swift Safety, in splendid condition; quite as good as new. Cost \$135. Will sell for \$105. A bargain. Address 108, Bicycling World, 12 Pearl st., Boston.

**FOR SALE**—A silent ratchet, enameled Star Bicycle, in fair condition. Cost \$135. Price \$50. E. S. C., Drawer 27, Hartford, Conn.

**FOR SALE**—Columbia Two-Track Tricycle, in first-class condition. J. S. NEGUS, 219 Putnam ave., Brooklyn, N. Y.

**FOR SALE**—Humber Crippler Tricycle with bell; in perfect order; ridden about 20 miles; balls all around. Price \$120. EDWARD W. STURDEVANT, Wilkes Barre, Pa.

**SEVENTY-FIVE DOLLARS** buys a new Springfield Roadster; ball bearing, spade handles; never ridden a hundred miles. Can be seen at 600 Centre st., Jamaica Plain. For particulars address H. M. SHAW, 6 Myrtle st., Jamaica Plain.

If any dealer says he has the

**Strickland & Pierce Flexible Bicycle Shoe** without the Patent Mark, Aug. 1, '82, stamped on the bottom, put him down as a fraud.



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High grade bicycle and sporting shoes of all kinds. Our Boston flexible bicycle shoe is still in the lead. If your dealer does not keep them send direct to us or to our Boston agents:

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Sent direct from factory, post paid.

No. 1, Hand-sewed and Hand-stitched, \$5.00

No. 2, Hand-sewed and Hand-stitched, \$3.50

**STRICKLAND & PIERCE,**

RANDOLPH, MASS.

**REPAIRING.**

Send your wheels to us and save money. No fancy prices. The repair work will give you the best of satisfaction.

**CAMPBELL & CO.,**

Dealers and Repairers.

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**PATENTS** procured in the U. S. and all foreign countries. Cycle inventions a specialty. Reduced rates to members. L. A. W. Pamphlet free. HENRY CALVER, Atty. at Law, Washington, D. C. (L. A. W. 20,836.)



The first and best Ladies' Bicycle ever put on the market.

Send for '89 Catalogues.

**The Ladies' Dart Safety Bicycle**

The best wheel made for both Ladies and Gentlemen.

Also the Gentlemen's Dart Safety.

Manufactured by the

**Smith Nat'l Cycle Mfg. Co.**

No. 809 Water Street, S. W.,

Washington, D. C.

**Agents Wanted.**





# SINGER CYCLES

OVER 57,000 IN USE.

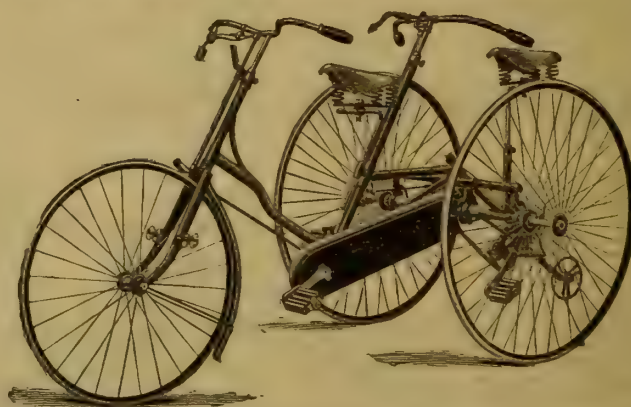
LARGEST

MAKERS

\* IN THE WORLD \*

WITHOUT

EXCEPTION.



## THE SINGER TANDEM,

A thoroughly strong, safe, and comfortable tandem, well tried during last season. The steering is controlled by either rider, and two independent brakes are fitted—one for each rider. It is of best quality throughout, is fitted with our patent axle, and has ball bearings to all running parts, including pedals. It is convertible to a single machine by a very simple arrangement, by which the back part is made detachable. Size.—36 in. side wheels, 7-8 in. tires, 28 in. front wheel, 3-4 in. tires. Speeded 54 in. Plated hubs, cranks, axle-tubes, handle-bars, and fittings; remainder enamelled black. Price \$250.00.

Out of all the "S.S.S." Tandems supplied during 1888, we have not heard of a single case of breakage, while, on the other hand, we have the most satisfactory accounts of their efficiency.

**'SINGER & CO., Manufacturers and Importers,**  
**6 and 8 Berkeley St., - - - - - BOSTON, MASS.**

At the Head of Their Classes.

**NEW MAILS.** Only wheels with  
 Triowell Ball Head.



We are daily receiving letters that the New Mail is the steadiest running Safety in the market.

Letter just received says:

"Find I can ride and  
 "steer the wheel very  
 "nicely with hands off,  
 "which is impossible  
 "with any other make  
 "here."



We have some great bargains in Second-hand High Grade Wheels.  
 Send for Second-hand List.

**WM. READ & SONS, 107 Washington St., Boston.**





Published Every Friday

— BY —

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

Messrs. NEUMANN BROS., of 118 W. 19th Street, New York, represent the WORLD and BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

Messrs. LINDSAY & TAYLER, 109 South Street, Chicago, represent the WORLD and BULLETIN as Advertising Agents exclusively for Chicago and all territory South and West of that city.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the *Bicycling World Co.*

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 12 APRIL, 1889.

WE are flooded with complimentary letters and postals (likewise verbally) on the excellence of our issue of the 29th ult. This gives us a chance to say to our readers that it was the *generous patronage given us by our advertisers* that enabled us to issue the paper as it was. On behalf of our readers, as well as ourselves, we again thank our generous advertising patrons for their most generous patronage accorded us in that "record" issue.

THE Coventry Machinists' Company insert their entire catalogue in this issue of the WORLD and BULLETIN. It is unnecessary for us to more than call the attention of our readers to the Coventry Machinists' Company's catalogue, and to bespeak a careful perusal of same at the hands of our readers. The high reputation of that firm for making high-grade machines is too well known to need our dwelling on that point. We sincerely hope that as they have generously sown so will they also generously reap.

THE appointment by Gov. Beaver, of April 29 as Arbor Day, in the State of Pennsylvania, opens up another phase of what we look on as a "road improvement." There is no doubt but that in a climate of extremes, such as we denizens of the United States experience, that a good road may, well protected by shade trees, last much longer than the same kind of a road will that is exposed to the full blaze of the mid-summer sun, and the heavy and unchecked downpour of thunder showers. Those who have ridden over naturally good roads thus protected by trees will bear us out in the statement that there is a great difference between the portion shaded and unshaded, and that the difference is vastly in favor of the former.

This is the practical and economic side of the question only, but

we could enlarge greatly on the comfort of riding along a well-shaded avenue, if we felt it was at all necessary. All riders will, we think, accept this phase of roads improvement as being a blessing indeed, and almost as much of a desideratum as the improvement of the surface itself.

VERILY we are entering a period in the country's history when the people and the representatives thereof are turning their attention to roads improvement in all its branches. Gov. Beaver, of Pennsylvania, has already, in his inaugural, asserted his position as being in favor of road improvements, and now in appointing April 26 next as Arbor Day, further establishes his friendliness to all proper schemes to bring about the desideratum. After a stirring appeal to all good Pennsylvanians to plant and nurture trees, he finishes with this earnest sentence:

"Let our thoughts turn to preparation for the coming Arbor Day. Let trees be provided in advance. Let the citizens of our several communities consult together as to the species of trees suited to each locality likely to grow into what will be useful as well as ornamental. Let preliminary meetings be held to arrange for the details of the observance of Arbor Day, and let our roadsides welcome with smiling verdure the era of better roadways, which, we hope, is dawning in Pennsylvania."

OUR correspondent, "Erratic Quill," paints a very pleasant picture of how the question of roads improvement is being handled in Kansas City and adjoining country. Just think of a park district containing "100 square miles" of land!! Oh ye pinched up and contracted cities of the decaying (?) and effete (?) East, think of Western enterprise and ideas of expansion. Still we won't crow too loud or too long over the Kansas City proposed park system, because the bill which provides for it is not yet a *law*. With all our heart we hope it may be, and we can assure our sister city that thoughts of congratulations and not *envy* will fill our mind.

OUR esteemed contemporary, the *Wheel*, backs us up in our position that safeties should be barred from "ordinary" races, and Mr. Priol then goes on to say: "We trust the Board will legislate in favor of classing the rear-drivers."

A careful reading of the new racing rules and the amendments will show that the Racing Board have done just this thing. In rule E, among the national championships, it will be found that the Board have established one, two and three mile events.

In rule 13, the following clause appears: "Safety bicycles shall not be ridden in 'ordinary' bicycle races."

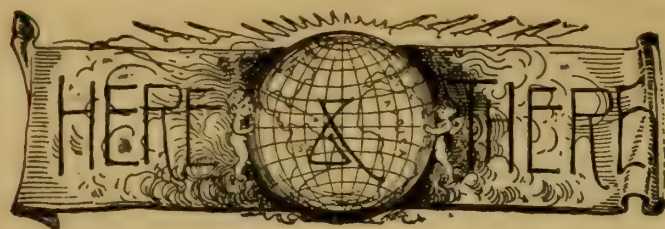
We do not see how the usually well posted editor of the *Wheel* came to overlook both these clauses, except he did as we did two weeks ago, i.e., write an article before the rule was formulated, and that it slipped in by oversight just for "fillin'."

THERE seems to exist more galantry in Philadelphia than we are used to in Boston. Witness the fact that the Philadelphia Club and the Century Wheelmen, of the Quaker City, admit lady members. We are in thorough sympathy with this tendency towards a desire on the part of the male members of such large and influential clubs as the two above named, to affiliate in the clubhouse and on the road with their wives, sweethearts and sisters. None can gainsay the fact that the tendency is one of refinement, and we want to see more of the large clubs extending the privileges of full membership to ladies.

The taunt that club men are the essence of selfishness cannot be thrown at the members of Philadelphia and Century Clubs.

TO pass the twelvemonth without a League meet will be too bad, and yet there seems to be a lack of enthusiasm on the question, which seems remarkable. The time is getting short, and if we have a meet in the year of our Lord 1889, some one must wake up pretty soon. We notice that Albany wheelmen have the subject under advisement.





## BALTIMORE.

## "NORVAL."

It is understood that the Crescent Club also owns its club house, situated on North avenue. The house is handsomely furnished. The furniture of the club was put in last week. This club was formerly located in the county near Waverly, but not long ago moved into the city and located at the present site. The house will be opened the Friday following Easter.

THE Chesapeake Club proposes to buy a club house and fit it up with all modern conveniences. The club at present is on Fulton avenue. It is understood that \$5000 will be subscribed for that purpose.

THE wives of several of the members of the Maryland Club gave a dance and entertainment at the club house on Mt. Royal avenue, Thursday, the 4th, and was very much enjoyed by all present.

THE Centaur Club will celebrate Arbor Day by tree planting, in Patterson Park. A pleasant ceremony and addresses will be made, followed by a run down the shell road, and festivities at the club house at night.

CHARLES LUDWIG, of Ashtabula, O., an ex-member of the Baltimore Club of this city, arrived in the city on Friday, the 5th, at 3 P. M., was married to Miss Nehr at 4, and left with her, at 5 P. M., for their distant home. "Rather quick work," and very "fly," although it is not at present "fly" time.

MR. ISAAC HINDS, who not long ago received several injuries while riding his cycle on Eutaw Place, and which laid him up in bed for several days, has improved, and has pluckily gone back to riding. Mr. Hinds is one of the fastest riders in this city.

A PARTY of wheelmen took part in the club run of the Baltimore Club, which started from their club house at 10 o'clock Sunday, March, the 31st, and took the road to Reisterstown. Among them were: Fred Townsend, Fred Pape, Victor Emerson, Walter Lowery, Arthur Emory, "Joe" Giegan and "Lew" Warrington. Mr. Emerson made the trip from Reisterstown Hotel to Halstead's in the remarkably quick time of one hour and ten minutes, including an eight-minute stop.

## CHICAGO.

## THE "STROLLER."

GARDEN's annual dinners seem to have been the cause of throwing one of our dealers here into spasms, and while suffering from an attack of this kind he penned a letter to the "Powers that Be," complaining of these aforesaid dinners, and in sarcastic words protested against influencing trade in this way. But he forgot to add those mystic words, "burn this letter," and thereby proclaimed himself no statesman by his forgetfulness. The letter was sent to Garden, and, although I was not there when he read it, I understand that his expression was a study for an artist while his vocalisms were something forcible, if not melodious. At first I feared a duel, but at present all is peace on the surface, although I tremble for the future.

THE Chicagos have two exciting questions to wrestle with Monday evening, the Sunday question and whether they shall be a League club this year or not, although since Burley Ayres has left, it is doubtful whether the last will be brought up; and I am also told that Smith, the rash man who sprung the Sunday question of playing pool, etc., has been converted, and will not press the issue at present, while Skinkle is red hot in favor of the same, and Langworthy threatens to resign if it should go into effect. If these questions are brought up there will be fun, sure.

GARDEN's better half will shortly sail for Scotland for a protracted visit, and genial Bob is mournful at the thought of keeping bachelor's hall again.

LUMSDEN has gone into active training for the series of races with Stone, and Chicago money is waiting to see what odds St. Louis wants on the "Prof."

THE Chicagos have adopted a new method of collecting back

dues of delinquents, by handing accounts past due to a collection agency, and it seems to work like a charm.

THE entries for the Pullman road race, May 30th, are now being received. Entries will close May 10th, handicaps will be made May 12th, and will be given out May 25th, giving each and every man five days before the race to kick about the same. It is believed there will be one hundred starters this year.

WE are to be inflicted with the female cyclists this week, at Battery D. I don't know what we have done to deserve this affliction; but we are going to have it, and I suppose all we can do is to grin and bear it.

FARRANT, Arthur, Barrett and Percy, four of our best local athletes, have taken to cycling and propose to enter in the Pullman road race, and try our famous sand hill for a place at the finish.

PHIL HAMMEL is thinking strongly of racing this year, and as a starter will enter the Pullman road race.

WINSHIP weighs over 150 pounds, and looks as though he could not ride a mile in four minutes. But I have not got any money that says he can't.

SPOONER is thinking seriously of making application to the Chicagos, so as to ride in their racing team.

I AM told the Captain of the Pastimes will shortly resign, and return to his first love, the Lincolns.

AH, "Ariel," so you recognize your old chum? Shake, my dear fellow; but say, for Heaven's sake do not let any one bribe you to reveal the identity of the "Stroller." For the sake of old times do not, I beg of you, as I desire to linger here for some time yet, and were my identity known I fear the result.

OVER 180 couples attended the Æolus Club's fifth reception. The members were very nattily dressed in their club uniform, and all present enjoyed a very pleasant evening.

EHLERT will probably make a desperate effort to get the time medal in the Pullman road race this year, and also to uphold the glory of the Illinois Club, although some of the I. C. C. members say they have a youngster over there who will surprise them all when the day comes.

## PENNSYLVANIA.

## "ARIEL."

THE Century Wheelmen sit down on me vigorously, because my notes in the WORLD give no account of their new house, yet I believe I sent you a full description, Mr. Editor. Is it not so? I trust you will clear my skirts, publicly. They claim that one of the largest clubs in the country, in the second greatest city, should have at least a brief notice of such an important event as the occupancy of a new club house, and I should, myself, call it more important news than some of the items which it was crowded out for. How say you? [Our fault. —Ed.]

THE Centurions, with the fitting up of a spacious seventeen-roomed house on their hands, naturally have all they can do, and their committees are on the continual jump. The club has just received its charter of incorporation, and in accordance therewith have amended their constitution and by-laws. At the regular meeting on Friday evening these changes were presented to the club, and a most lively session was the result. The most radical departure is the admission of ladies to membership, and its advisability has been strongly questioned by a number of the members. That the fair sex are a most decided acquisition, the experience of the staid old Philadelphia Bicycle Club has proved beyond a doubt, and the Pennsylvanias are taking in ladies at the last few meetings. There is no question as to the great success this has proved throughout the winter, and it is to this combination that we must look for the life of our clubs during the season when our wheels are housed. In the early days of cycling the club was a riding organization almost solely, but now the social element is being recognized as a most important adjunct, and wisely so. The most serious drawback, as far as Century is concerned, is the fact that they would have to incur a very heavy expense in making the necessary plumbing changes, and for this reason it was decided to go slow. Several ladies were proposed for membership, and it was voted to extend to them the use and courtesies of the club house, pending the temporary fitting-up of the room which is to be set apart for that purpose. The move has resulted in increased applications for membership, and ten names are already down for next meeting. This will bring the membership up to 140, and at this rate of increase the close of the year will see 200. The initiation fees will shortly be raised.

PETITIONS have been placed in all the club houses and cycling depots, requesting the carriage of wheels free by the Pennsylvania and Philadelphia and Reading Railroads. The Associated Cycling



Clubs are engineering the movement and hope to carry it through successfully.

PHILADELPHIA danced again on Friday evening, the occasion being the regular monthly sociable, which came off at the club house, 26th and Perot streets, with the usual large attendance. For a thoroughly enjoyable time these informal dances of the Philadelphia Bicycle Club have no equal, as all who have enjoyed their generous and unassuming hospitality can testify. The ladies of the club run the affairs, which probably accounts for their success. They are becoming so crowded for wheel space that Mr. Osborne tells me the question of an addition to the building is only a matter of time.

DANCING and feeds will close the social season this month. The third annual supper of the Century Wheelmen is down for the 20th inst., at eight o'clock, at Colonnade Hotel, while Pennsy and the South End each have a full dress reception and ball on Thursday, 25th; the first at the club house, and the other at St. George's Hall. Both of these are to be swell affairs.

OWING to the boom in their club, the Mt. Vernon Wheelmen are looking around for larger quarters. At the last meeting they received reports from their committee on several eligible houses, all near their present place. They formally adopted a new uniform, of dark blue, with grey shirt.

## KANSAS CITY.

### "ERRATIC QUILL."

THE most interesting topic, not only to wheelmen but to the general public also, that is being discussed in the metropolis of the West at this time is the Cravens Park Bill. This bill provides for the establishment of a park district that shall contain 100 square miles, and under its workings (provided it becomes a law) Kansas City will be fringed with large parks, connected by broad, paved boulevards, encircling the city, and accessible from the business centre by still other boulevards, which will branch out like spokes from a hub.

THE bill provides that the entire city shall become a huge park district; that bonds not to exceed three per cent. on the assessed valuation of the city's reality be issued, said bonds to sell at par, bear five per cent. interest, and mature in twenty years; that the last-but-one assessment be taken as the basis of values; and that a Board of Park Commissioners be created, with no salary, which shall have the power to at once convert desirable streets into boulevards, provided, however, that no street railroad is now, or at any future time, shall be located thereon.

As the aforesaid assessment (a very low one) was \$35,000,000 this would make \$1,050,000 at once available for the purchase and beautifying of parks, provided bonds were issued to the full extent authorized, the boulevards being paid for, as aforesaid, out of "benefit" assessments. This would, I think, be more than necessary, as the park lands can in all cases be bought at very low figures, from parties who will reap a harvest by thus immensely enhancing the value of such property as they retain. Some, in fact, will donate the land, balancing the account very much on the right side in the manner stated.

THERE is some opposition, of course, to the bill, as old fogies exist in all communities. "Pay as you go" is good enough as a maxim, but the next generation should in all such cases as this contribute its quota of aid. Besides, now we can obtain for a song, comparatively speaking, what in ten years will be worth many fortunes. In short, I regard the scheme as a wise one, more especially as it takes a two-thirds vote of the people before the bonds can be issued.

To thoroughly appreciate our condition, however, you must know that we have practically no municipal debt, and that the two Kansas Cities—K. C., Mo., and K. C., Kan., only separated by an imaginary line, and having a population of over a quarter of a million—haven't an acre of park lands between them. Private parks we have in plenty, but they are owned by the various cable road companies, who build high fences around them and exclude all vehicles—even a bicycle—so as to rake in the nickels.

By the way, the grangers are waking up to road building. Four miles of the old Santa Fe trail, commencing outside of Westport (a suburban village) and running southeast, has been transformed into an elegant road, paved one foot deep with macadam and dressed on top with screenings, making it as smooth as hard-rolled gravel, and a farmer called on me the other day, to talk about paving four more miles of it. He had read a good deal in the papers, he said, about the United Wheelmen, and he thought the boys might like to chip in for a nice eight-mile road. We will probably "chip." We have a good road to Westport (three miles) and the villagers will macadamize the intervening road, thus giving us a good twelve-mile run each way.

OTHER schemes for roads there are, but of them anon. But, gentlemen, let us give them all what aid we can. Talk is cheap, and fifty good talkers in a community can do considerable in forming sentiments.

## LOS ANGELES.

### "VINDEK."

THE fourth annual meet of the California Division, to be held in this city May 30, 31, June 1 and 2, will be a hummer "as is" a hummer, and wheelmen of the Pacific Coast can rest assured it will be the best ever held west of the Rockies. The programmes will be ready for mailing before May 1. The programme in condensed form is as follows: Thursday, May 30—Parade at 10 o'clock; afternoon, races at Agricultural Park; evening, grand ball at Hazard's Pavilion, to be preceded by a game of polo on Stars. Friday, May 31—A run through the famous San Gabriel Valley, starting at 9 o'clock, will be made. The route will be as follows: East Los Angeles, Arroyo Seco, Garvanza, South Pasadena, Raymond (the famous hotel), Pasadena (the Crown of the Valley), Lamanda Park, Sierra Madre Villa, through "Lucky" Baldwin's rancho ("Santa Anita"), Alhambra, Gabriel Mission, a church over a century old, and thence back into the city over a different route. In the evening the visitors will be tendered a reception at the Natatorium. Saturday, June 1—At 10 o'clock, a hill-climbing contest will take place; afternoon, a run to Cohuenga Pass, over-looking into the San Fernando Valley. In the evening a theatre party at the Grand Opera House, will be the programme. Sunday, June 1—A grand run of visiting and resident wheelmen to Santa Monica-by-the-Sea, where an opportunity will be had of taking a dip into the mighty Pacific. There could not be more rare enjoyment crowded into four days. Everything will be done to insure a glorious time to the visitor, and the wheelman who does not attend will regret it.

OUR genial captain, M. A. Baker (he of the elongated legs and smoothly-shaven face) had an experience the other evening, and it is worth relating to the 14,000 readers of the WORLD. Baker, clad in clean linen, etc., rode out to call on a lady friend, he rode up alongside a telegraph pole and leaned up against it, thus conversed with the dear creature. Along came a spring wagon, with a drunken driver. The wagon came rapidly around a corner, struck Baker's wheel, knocked it from under him, leaving him clinging to the pole. The young lady said: "Why, my dear Mr. Baker, I did not know you were such a hugger." Mention of the affair causes Baker to blush. The wheel was demoralized.

## PORKOPOLIS NOTES.

### "STAR."

WE have had a hill-climbing contest, and the prestige of the "great and only" Teddy Allsup has subsided as suddenly and as completely as the collapse of a toy balloon. The hill has a perpendicular height of over 300 feet, and an average grade of 12.38 feet in 100. At the bend, however, it is much steeper. Teddy had expended so much wind in boasting that he could climb the hill four times without a dismount, and oftener if necessary, that he had only enough left to enable him to get up once, while Charles Roth, who had said nothing but had been trying the hill every morning for a month or more, astonished everyone by making the trip seven times without a dismount.

So the WORLD is to have a lady editor! Well, some of us will have to comb the tangles out of our beards, have our hair cut, and spruce up a bit. We are glad of it for all that, for what would the world be without the ladies.

THE C. B. C. received nine applications for membership at their first meeting in their new quarters.

THERE is to be a road race for the first Sunday in May, on the Hamilton pike. There will be a gold and silver medal for first and second men. Further particulars next week.

THOSE desiring to ride in the parks after May 1 will do well to secure badges at once.

MR. BRIDGES, of Clermont County, who was deliberately run down by a road hog the other day, came to the city and applied for assistance to our Local Consul, M. A. High. The result was that a first-class lawyer was employed, and a suit for \$3000 damages was entered against said road hog; and yet there are kickers who say that the L. A. W. is doing nothing!

THE conditions of the five-mile championship medal of the Kenton Club have been changed from a track to a road race, and the present holder, Ed. Croninger, has been challenged by his brother Charles. The race will be run soon, but where has not yet been decided.



## NEWS

## AND COMMENT.

WE are pleased to announce that our cordial friend, Mr. Page, of St. Louis, has at last joined the League, and now, as a member of that organization, when he poureth out the vial of wrath we cannot make the vigorous protest we have been wont to when, as an "outsider," he let fly at the League and its methods. We welcome Mr. Page as a fellow member, and congratulate him on his right to haul the L. A. W. and its officers over the coal pile.

"ARIEL," of Pennsylvania, offers to expose the real name of "Salina," of Syracuse, N. Y., and is open for bids. Well, "Ariel," my boy, you are welcome to peach if you want to, and "Salina" won't say a word. Only be sure you get one identity correct, "that's all."

HYDE—"Do you know that this rage for bicycling is going to exert a potent influence on the literature of the future?"

Jekyll—"Is that so?"

Hyde—"Yes. I was at the recent bicycle contest in New York, and I saw that every wheel resulted in making a fresh rider haggard."—*St. Louis Spectator*.

WE are especially obliged to the *St. Louis Spectator* for words of commendation on our issue of the 29th ult. Do these kind words mean that the *entente cordiale* is now re-established between this office and the cycling scribe of the *Spectator*?

OUR correspondent, Jim, from Omaha, Neb., writes us: "It is to be deplored that, with at least 500 wheelmen in the State, the League has only 98 members, but what can be expected with no State officials to arouse interest in the cause? Why not call a meeting of the old L. A. W. members and elect a Chief Consul and a Secretary?"

THE St. Louis wheelmen extend a hearty invitation to their Chicago brethren to accept the hospitality of the aforesaid St. Louisians on the occasion of the Stone-Lumsden race, May 25. We are glad to hear it and we hope to see the rather personal rivalry between the writers of these two great Western cities become a matter of history only, and we would further wish that this history would be sunk in oblivion, and that the rivalry would take on more of the "generous" tone. The cyclists of both cities are too whole-souled and broad to indulge further in the personalities of the past.

THIS is the way "Jim," of Omaha, Neb., excites our envy and sets us to thinking whether we *do* live in a cycling paradise or not: "Speaking of glorions riding weather, come all ye wheelmen and enjoy a spin over our country roads, hard as asphaltum and smooth as a race course. We have, with very little bad weather to interfere, been riding all winter, some of the boys showing a mileage of 450 since Jan. 1, 1889. We pity our Eastern fraternity, who, we see by the papers, have not been enjoying the best of riding weather. Five members of the Ramblers Club had a run to Missouri Valley (forty-five miles) last Sunday, and reported the roads in elegant condition, and the hospitality of the Missouri Valley Wheel Club still better."

THE *Cyclist* thus describes a new kind of wheel, which certainly is curious, even if it does not prove practical: "The hub flanges are large thin castings, nearly half the diameter of the wheel itself, but so skeletonized as to present the appearance only of an elaborate spoke arrangement. The spoke screw is perfectly tangentially. The rim is hollow and flat on the outside, in fact of  section, and the tire, in place of being the usual cord of rubber, consists of a number of acorn-shaped pieces which fit into holes in the surface of the rim on the button and buttonhole principle, adopting, in fact, the principle of Singer's pedal rubbers for the tire."

WITH a good Boston northeaster whistling about our ears, and our ulster collar turned up, we cogitate on the following item, cut from a New Orleans paper: "While the Louisiana Bi. Club boys were weltering in the *hot March sun*, the New Orleans Club were quietly sitting in their cosy club house, chatting politics, cycling and society, and listening to Harry Hodgson's yarns."

IT will seem very strange if the year 1889 passes without having a League meet. There does not seem that desire and push for the honor which has distinguished late years; but then, we nearly forgot to say that Chicago will "take it on" for 1890.

THE Camden (N. J.) Wheelmen have moved into their new quarters. The house has three stories, and it is the intention of the club to build a wheel-house attachment.

THEY have a drink in Philadelphia which bears the name of "goat's milk." Verily a mild and inoffensive name, but when we learn that the South End Wheelmen use it to bribe the Sergeant-in-charge at Fort Mifflin, we suspect the innocently named drink of having something in it for which the "goat" is not responsible.

No. 2025 sends us the following cutting, taken from a late issue

of the WORLD: "Hurrah for the effete East. Schwalbach of Brooklyn has a son who rides a bicycle younger than Mohrig, Jr., of San Francisco." Now comes the criticism which we hold is clever and to the point: "Is there anything hurrahable in the fact of Schwalbach, Jr., riding a 'bicycle which is younger than Mohrig, Jr., of San Francisco,' no matter how young it may be? Even if it is only an hour old, lots of people can ride bicycles which are not half as old as that. Vide, 'English as she is wrote.'"

THE bottle of wine offered by the Huntington (L. I.) Bicycle Club to the first wheelman to reach their club house, from Brooklyn, in 1889, was won on Sunday last, April 7th, for the Kings County Wheelmen, by Harry R. Wicks and Chas. M. Isbill, who reached that point first in the face of a terrific gale.

FROM *Tid Bits*: "Jack wanted to convince his uncle that the bicycle was a practical and useful machine, and to that end mounted his machine and started off with a basket of eggs on his arm. Poor Jack met with a violent header, but was consoled by his uncle, who said: 'Never mind, my lad, it may not be a success for *carrying* eggs, but it makes an omelette first rate!'"

BUFFALO talks tournament for this fall.

CAPTAIN LEACH, of the Cambridgeport (Mass.) Club, has gone to New York to reside. New York's gain, Boston's loss!

AMHERST wheelmen are petitioning the selectmen of that town for the privilege to use certain of the sidewalks.

T. C. HOFFMAN rode from Worcester, Mass., to New Britain, Ct., in seventeen hours. Is this record?

"ELM CITY," of New Haven, Conn., writes us as follows: "What has become of the Le Feur brothers, who started up the Amazon River. I have been awaiting news from them for some time. [Para seemed to be too attractive, and they never got further than that.—Ed.] I see some one in Meriden claims that city to be the cycling hub of the State. How about Hartford, with three wheel clubs, and ten times as many riders as Meriden, and much better roads? S. C. Sperry, for two years Secretary of the New Haven Club, resigned on account of business changes, and J. A. Dockendoff was elected in his place."

MCDANIEL and Elliott, of the Wilmingtons, will drive a tandem bike for road records this season.

COREY HILL is being repaired. The surface looked pretty rocky the other day when we were out there.

MR. H. G. PRIEST, of Birmingham, England, sampled some of our Boston roads *on foot* last Sunday. The "sample" seemed to please the gentleman, and he will try them a-wheel later on.

THE coming Chicago Tournament seems to be the event of the season so far.

TOM ECK and his female cyclists have been put down a date for Minneapolis early in May.

A WRITER to a New Haven paper, who claims it to be "of Puritan stock," imagines that the New Haven Bicycle Club is composed of bad, wicked fellows, because on Fast Day they "went a-cycling." Now we respect any good man's opinion, but we think our Puritan friend is stretching it a bit to complain because the cyclists choose to spend the day a-wheel.

THE old Maine rivals, Patten and Ames, will meet again on the path on May 30, at Saco.

THE Cambridge, Mass., Club held its last reception for the season last Friday. Among the distinguished guests present, were Lieut.-Gov. Brackett, Mayor Gilmore, Col. Hlgginson, H. D. Hyde, Chief Consul Emery, and Abbott Bassett. It was a brilliant affair.

BARKMAN, of Brooklyn, is progressing in the arrangements for the 25 miles handicap race to take place May 30, over the Milburn Irvington course. The prizes will aggregate \$500 in value.

THE Cyclists Union of L. I. is doing good work. It has brought about the macadamizing of Cobblestone Hill, Brooklyn.

MR. EDWARDS of the South End Wheelmen of Philadelphia, has already over 1000 miles to his credit for 1889.

THE Lancaster, Pa., Club will become a League Club, and this same club will hold a tournament July 4th.

F. H. CRAPO, of Concord, N. H., sustained painful, though not serious, injuries lately, by being thrown from his bicycle.

THE Cambridge, Mass., Club propose to repeat the success of last year in giving another minstrel show.

THE Boston (Mass.) Press Bicycle Club will, next Friday, be formally organized.

MR. C. SCHWALBACH of Brooklyn, N. Y., offered a diamond medal for the best local mileage record for 1889, but as certain reasonable terms did not meet with approval at the hands of proposed contestants, it is probable that the medal will be withdrawn.





## EAGLE ROCK HILL!

Climbed with ease on a 44 1-2 pound 50-inch Eagle Bicycle with 5 3-4 inch cranks, on Saturday, April 6th, by Wm. A. Clark of Stamford.

## WHAT NEXT?

Now that the critics of the "Eagle" have had their pet theory exploded, and find that the "Bird" can climb with the rest of them, and perhaps may lead them all as its riders get more accustomed to it.

The Eagle depends on no complicated mechanism to aid it on hills, it has no chains, clutches or levers to get out of order, collect dirt, and rattle continuously. It depends simply upon the weight of the rider, so placed on the driving wheel that **NO POWER IS WASTED**, and no unnecessary weight is placed upon the wheel which is not doing the work.

It may take a little practice to learn to handle the "Eagle," but those who have mastered it are better pleased with it, with each day's riding.

Apply for the agency for the Eagle in your town. Do not wait until it has been given to some one else.

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## COLUMBIA 'CYCLES. Weed Sewing Machine Co., Hartford,

GENERAL AGENTS FOR CONNECTICUT. AGENTS WANTED IN UNOCCUPIED TERRITORY.

THE Rochester, N. Y., wheelmen have officially endorsed the action of the city government in forbidding 'cyclists the use of sidewalks. Good for Rochester!

THE *Advocate* of Attleboro, Mass., does not like the idea of the wheelmen of that town enforcing the signboard law. It will be enforced, all the same.

THE "Little Wonder," otherwise W. H. Caldwell, of the Elizabeth, N. J., wheelmen, who made such an excellent showing as a racing man last season, will not race during 1889.

THE Ottawa, Canada, Bicycle Club will celebrate the Queen's birthday by holding a race meeting, to include cycle and foot races.

THE New York Bicycle Club is talking of a \$10,000 improvement on their club house. When the New York's "talk" it means business—

A TEAM from the Elizabeth wheelmen and the Plainfield Bicycle Club, N. J., met in a tug-of-war last week. Plainfield pulled Elizabeth over the mark twice out of three times.

THE Albany Bicycle Club secured judgment against F. Ehrmann for \$40. Ehrmann did not pay and did not show excuse wherefore. Hence Ehrmann had to cost his heels in jail for a time. Reason: Contempt of court.

AN exchange says: "Rochester, N. Y., has peremptorily prohibited bicycling on the main streets between six o'clock in the morning and nine at night, under penalty of arrest." [Nonsense! —ED.]

SELECTMEN of Peabody, Mass., have forbidden sidewalk riding, and also coasting, in the thickly settled portion of the town. Penalty, \$20.

"INDEX" tells the following story: "W. L. Van Horn, of Denver, recently elected President of the League of Western Wheelmen, is a beautiful yarner. He could give Eli Perkins or Mulhatten twenty points, and then beat him out. Your correspondent attended a League meet once, and Van was on the same train, and regaled the boys with a few choice yarns. Here is one: 'Down in Southern Colorado was a family who owned a snake, which became very much attached to the young hopefuls of the family. One day a big storm came up. Heaven's heavy artillery roared and lightning flashed, and it was a grand but dreadful sight. The lightning became more frequent, more livid, more dangerous, and played around the house with devilish glee. The snake, realizing the dangers to both property and life, crawled up the sides of the house, and raising itself upright on the roof, defied the lightning to do its worst, and it did—the lightning struck the self-appointed lightning rod, but saved the family from a terrible death. Who says snakes haven't got a feeling of gratitude?'—but his hearers had fled into the next car, and had locked the car door."

THOSE enterprising Syracuse, N. Y., dealers in bicycles, tin ware, and in fact everything and anything from an egg-beater to a tandem safety—Reuben Wood's Sons—have offered a League pin to the member of the Syracuse Club covering the most miles this riding season. Cyclometers are in great demand, and many of our riders will gird up their loins and make a bid for that pin. The Wood boys are enterprising, and there is a rumor sneaking around Syracuse that they are about to occupy the whole Butler Block, put a livery stable in the basement, and build a summer garden a la Casino to adorn the roof.

RESPECTFULLY SUBMITTED TO MR. WARNER.

*Editor Bicycling World:* I must confess myself almost a silent member in our great company, but I want to give vent to my opinion in regard to the now celebrated Warner Road Bill. It is very evident Mr. Warner is not acquainted with the pleasures of cycling. Whether his bill is the result of envy, being unable to ride, or of personal gain, being a dealer in horses and carriages, or that he owns a livery stable, I do not know. I would offer this amendment to his interesting "William:" "That when two teams meet on the road, for the more humble driver to alight and hold his horse by the head until his superior had passed."

I would also recommend said Warner to read the Declaration of Independence, especially the beginning, where it says all men are born free and equal. If any man choose to ride on the public high-

ways of any State of this Union on any kind of vehicle, whether the motive power is furnished by a horse or the rider, please, Mr. W., keep your seat and do not say him nay, or try to make his act a misdemeanor, it's unconstitutional.

"Up and at 'em," Missouri boys. Not only load your batteries with solid shot for W., but drive them home with the force of good humor, "for an angry man availeth little."

Yours, in opposition to the said bill, No. 675.  
Wyncote, March 25, 1889.

## TALKS BY THE TUTOR.—NO. III.

[Dated from Los Angeles, Cal., June 14, 1890.]

I AM aware, my son, that to the young and ardent, the allurements of California, with her orange groves, charming women and soft atmosphere, are almost irresistible, but Lucullus, you must assert yourself, you must show yourself of sterner stuff, and tear yourself away. We must leave the orange and grape of California, and turn our attention once more to the beans and brown bread of New England.

But seriously my pupil, you must recollect that we cannot, or rather you cannot afford to omit one of the lectures on the subject of the Duckerian method and theories of imposing fines. Never since that rather mythical Englishman, Mr. Pickwick, struggled with his Tittlebatian theory, has such a difficult question arisen in the scientific world.

These lectures will be of more than passing interest, because of the fact that a grandson of Mr. G. L. Hillier, one of the most powerful opponents to Mr. Ducker's theory, will deliver the lecture, and could but the dead rise and protest, I am of the opinion that Mr. Hillier's ghost would show up, because in sooth, this same grandson is as warm an advocate of the ancient Duckerian theories, as his grandsire was an opponent.

Ah, me! those were merry days, even if they were before the sunrise of reason and cycling. They were great "face making" days. What ugly quirks and twists this same Hillier and an obscure scribe (who then did stand as a lay figure as Editor of the *WORLD*) used to make at each other. My memory slips on names of the obscure men of those days. I can remember facts, but alas, not names! It was turmoil in those days, it was snap and snarl, and one of the snappiest of all was a merry jester, who used to write pages of stuff for a St. Louis periodical. Yes, indeed, those were days of tumult and dissension. They were days of prevarication, and truth was mutilated to that extent that my eyes did weep tears of gall. The truth-defyer was everywhere; he was in the ranks of the record hunter, yea, even in the sanctum of the *WORLD* and other newspapers, could the prevaricators be found. Every club in those days, my dear Lucullus, had a regularly elected official, whose business it was to distort the truth. He was officially known as the Club Liar. Foorsooth, I must own up that fifty years of influence under the present Utopian system, have not entirely eradicated my love of a real good lie, boldly told.

After lunch at Omaha, and if we have time before we reach Philadelphia, I will lightly discourse on the subject of liars.

To be continued.

## WANTS A PARADE.

*Editor Bicycling World:* Why not try and get up a division for wheelmen, in the parade of April 30th or May 1st, 1889? A large number of wheelmen (of New York) are willing to turn out if some one, or club, would only call them to a meeting or through the *WORLD*. No one could do the above better than the League. Why not try, because time is short. Respectfully,

New York, April 4, 1889. A WHEELMAN, of New York City.

## BOSTON WHEELMEN IN COUNCIL.

NIGH unto 100 cyclists assembled in America Hall, Boston, last Monday, in response to a call made by Chief Consul Emery, to consider ways and means of advancing the interest of cycling and the League. Dr. Emery opened the proceedings with a very telling speech. He urged activity towards swelling the membership of the League, so that Massachusetts should take her old stand as the leading Division. He then related to his attentive hearers the



## Send to WARWICK CYCLE MFG. CO., Springfield, Mass., for Catalogue.

good that had been done in the State by the League and its friends in influencing legislation towards securing better highways. The bill now in the hands of the Legislature will come up for consideration next Wednesday, April 17, and the Doctor urged every one of those present to use his influence towards securing favorable action.

Mr. Charles Pratt, Ex-President of the League, followed in delivering a most excellent speech, and appealing to all to put their shoulders to the wheel and heave ahead towards securing better roads. Mr. Pratt said he hoped the time would come when a rider over country roads would not be in danger of breaking his neck.

Vice Consul Robinson spoke on the proposed Commissioner of Roads Bill, and said he hoped that the farmers would fall in line and discern the great benefits that would accrue to them by the improvement of the highways.

A committee was appointed by Chief Consul Emery, consisting of Captain Benson of the Dorchester club, Captain Cubberly of the Somerville club, and Captain Robinson of the Charlestown Rovers, to inaugurate a series of monthly joint club runs, to be participated in by all clubs in the Division.

### LADIES' RECEPTION ROOM.

[ALL communication to 'Ladies' Reception Room' should be addressed to Helen Grey, care of this office.—ED.]

Talking with a cycle dealer the other day, he told me that he never before appreciated the disadvantages of advantage. "Why, look at it," said he, "here is spring and good riding, when we had every reason to expect the snow and ice fortunately denied us during the winter. I am not nearly ready to supply the demand. I couldn't believe that we would have riding before May, and my machines are still in the factory." And so, you see, the warm sunshine is not always a blessing. But if the advantage is a disadvantage to the seller of wheels, it is by no means so to those of us who have been looking forward to the riding season. It has indeed been an ideal winter for those of us who are living under New England skies. I have ridden every month since the opening of the season of 1889, and I have done it with no inconvenience. That would mean little for those who live in the sunny South, but it means much up here among the granite hills.

I have been wondering why it is that Boston, universally acknowledged to be the centre around which the cycling interests of America revolve, and from which is supposed to come every new idea in cycling construction whether it be imported or of native growth, has been so lamentably slow in everything that pertains to the use of the wheel by ladies. We have lady riders in plenty, more I believe than any other cycling centre can boast, but there is something lacking, for Boston ladies follow those of Washington and New Jersey into every new field of cycling progress.

Even now we are looking askance at the bicycle, when Washington and New Jersey have tried, proved and accepted the new mount many months ago. Why, the tandem was a familiar sight on Orange roads before it was known in Boston, and the bar steerer was being ridden in New Jersey and on the asphalt roads of Washington at a time when New England women saw the ideal machine in a side-steering hundred-pound tricycle. And yet with all this enterprise, this go-aheadativeness and their ventures, I think these ladies of the southern countries must doff their plumes to Boston, for I believe we have more riders, better riders, prettier dressed riders, and more enthusiastic riders than can be found elsewhere. Witness the successful clubs we have, notably the Middlesex, the delightful meets, for instance that at Cottage City, and the successful tours, particularly the North Shore tours, and tell me if I am not right?

I am told that the Middlesex Club ladies are a unit in favor of the two-wheeler. The McArthurs will undoubtedly ride a tandem bicycle; the Hillbourns are to have a double two-wheeler, as well. The Heaths will have single wheels, and so will the Kirkwood girls. The Hopkins, of Wellington, have already mastered the bicycle; the Coreys will ride the tandem two-wheeler; and the Bassetts, of Newton, tell me they are determined to do as the rest do. I suppose the Stalls will keep to their double bicycle. They led the way for us. I hear little from Providence. The Davols have already ordered a tandem, but I do not gather what the young ladies of the club will ride. I can believe that Providence will be up with the times.

It occurs to me that we want a new word. The word "tandem" is thoroughly engrafted upon our language as the word to express a tricycle for two riders, one behind the other. "Tandem bicycle" is

too long. Will not some one give us a single word for this machine so that we may economize words and time? Your Englishman is great at this shortening process, and it is to be wondered at that he has let this great double title escape him for so long a time.

One word with you, ladies. Have you renewed your membership in the League? If not, why not? The cause that the members are banded together to promote is your cause as much as it is that of the gentlemen. Good roads, guide boards, pleasant meets, and delightful tours, to say nothing of legal rights and hotel discounts should be promoted by you as much as by them. It is a worthy cause. Let not the women be slow to espouse it. HELEN GREY.

### A READING (PA.) ROW.

For some time there have been rumors of differences in the Reading Bicycle Club, and these culminated last week when W. I. Wilhelm was defendant in a suit for trover and conversion instituted by the club. It appears that the club had deposited the cup which was awarded to them at the Lancaster races last summer, for the team race, with a jeweller for safe keeping, but took it over to the Five-Mile House to grace the club banquet, which was given there. According to the testimony of Mr. Hoch, one of the directors, it was afterwards taken away by Mr. Wilhelm, who stated that he had made demand for the cup but never obtained it. The hearing came off April 3d before Alderman Denhard, and as Wilhelm put in no appearance the alderman gave judgment in trover and conversion for \$125, in favor of the Reading Bicycle Club.

Mr. Wilhelm claims that the cup is his property, as he paid \$40, the expenses of the team to Lancaster (how about the amateur standing of these parties?) and received nothing in return, and that he is therefore entitled to the cup.

Mr. Wilhelm withdrew from the Reading Bicycle Club a short time since, and he and his friends have rented quarters on Court street, and set about the formation of a new club. ARIEL.

### ATTENTION, NEW YORK RIDERS.

*Editor Bicycling World:*—Several signatures to the New York half-holiday petition, as printed in L. A. W. BULLETIN of March 22 and 29, have been sent in to me, which is incorrect, as they should be placed in hands of the acting chief consul, Mr. W. S. Bull, at Buffalo. I wish you would note this conspicuously in your columns, and also call the attention of New York State members to the fact that there is such a petition, which they should sign at once, and send in to Mr. Bull, presuming, of course, that they are in favor of it. If the half holiday should be practically repealed, as is really proposed by the Rhodes bill, the wheelmen in not only this but adjoining states will find cause to regret when it is too late, that they have had a large share of the opportunity to indulge in their favorite sport, cut off without protest on their part.

April 9th.

E. J. SHRIVER.

### CHICAGO TOURNAMENT.

#### PARTICULARS AND PROGRAMME.

NUMEROUS meetings were held in connection with the Chicago Cycling Exhibit and Tournament last week. At a meeting of the Business Committee, Messrs. J. M. Erwin, Lincoln, C. C., H. J. Gotthelf, Douglas C. C., and F. T. Harmon, Chicago, C. C., were appointed to assist Mr. Miles with the racing programme, selection of officials, etc., and a committee composed of Messrs. E. J. Roberts, T. T. Roe, Chas. Sieg, Otto Maas, Harry Angle, E. F. M'Pike, A. W. Harris, Fred Smith, T. Bray, F. M. Reynolds, H. A. Stoddard and H. J. Gotthelf was appointed to take charge of the parades.

The racing committee met on Wednesday, and produced the following list of events as the fruit of their labors:

#### PROGRAMME OF RACES.

1. One mile handicap. Nine prizes.
2. One mile scratch. Three prizes.
3. One mile, novices. Two prizes.
4. One mile scratch, for men who have never raced prior to this tournament. Two prizes.
5. One mile scratch, 3 minute class. Three prizes.
6. One mile scratch, flying start. Three prizes.
7. One mile handicap. Rover type safeties. Three prizes.
8. One mile handicap, local, Lumsden, Van Sicklen, Roe, Ehler, Winship and Hammel, barred. Three prizes.
9. One mile handicap, boys under 16. Two prizes.



10. One mile handicap; Rover type safeties, boys under 17. Two prizes.
11. One mile scratch, tandem, lady and gentleman. Four prizes.
12. One mile scratch, ride and run, Rover type safeties. Two prizes.
13. Two mile, handicap. Three prizes.
14. Two mile, handicap, L. A. W. members only. Three prizes.
15. Two mile, scratch, members of suburban clubs only. Two prizes.
16. Two mile, scratch, 6.20 class. Three prizes.
17. Two mile, scratch, Rover type safeties. Three prizes.
18. Two mile, scratch, tandem. Two prizes.
19. Three mile, handicap. Four prizes.
20. Five mile, handicap. Four prizes.
21. Ten mile, scratch. Four prizes.
22. Quarter mile, scratch. Two Prizes.
23. Half mile unicycle, scratch. Two prizes.
24. Three mile club, teams of three. Three prizes and club trophy.
25. Club drill, teams limited to 15 men. One prize.
26. One mile, consolation. Two prizes.

The mile handicap, will, in reality, include three events in one. It will be run in this way: For example, say there are forty entries. The race will be divided into five heats, the winners of which will run in the final, the first three men taking the first series of three prizes. The thirty-five men beaten in the first round will then run again in a second race of five heats, the winners of which will run for the second series of three prizes. And so on with the thirty men beaten in the second round. Every man who fails to win one of the nine prizes will receive a silver souvenir of the event.

The one-mile flying start race will be another novelty, and has been introduced solely to test the practicability of such contests. The committee endeavored to give everyone, from the best to the poorest rider, a chance to win something.

A greatly reduced rate has been secured over all roads in the Central Traffic Association, the other organizations not having been heard from yet. Full particulars on this head will be duly announced.

Two parades will be arranged, one on the opening night, when every rider in the procession will be admitted to the building without charge, and one later in the week. Entry blanks and all other particulars are obtainable of S. A. Miles, 199 S. Clark street, Chicago.

#### WHAT SHALL WE RIDE?

*Editor Bicycling World:* I was very much amused, and somewhat astonished, at the position taken by the writer of the article, with above heading, in your last issue: That the spring fork, the annihilator of all discomfort, is a boon and a blessing to riders none can gainsay. As for speed and scorching abilities, I have had both ocular and physical demonstration that the spring fork does not impede the speed of any first-class rider, and as for comfort there is no comparison. I noticed your leading article in the issue of a few weeks ago, from Richardson, on the dangers of vibration, and I must say my experience has proven that the doctor is eminently correct. I know that there are hundreds of riders of the spring fork machines who, after trying and riding same, could not be hired to go back to either the ordinary or a stiff frame machine. All I can say is, Bless the inventors of the non-vibrating appliances. Yours,

New York City.

ANTI-VIBRATION.

[We can only echo the benediction of our correspondent and say "Bless the inventors etc." We have had two year's experience with the Victor spring fork and we failed to find anything but excellence, speed and comfort in this machine—ED.]

ABOUT fifty members of the Wilmington (Del.) Wheel Club have engaged Pullman coaches for a trip to Washington, D. C., for a three days' outing. They expect to leave Saturday of this week, sleep in the coaches, and return in time for office Tuesday. They selected Washington as their object point, on account of its many attractions and general beauty in the spring. They are to be the guests of the Capital Bicycle Club, and runs to Arlington, Soldiers' Home, Mt. Vernon, Cabin John's Bridge and Great Falls will be indulged in, and incidentally an inspection of the town; comparing the wide concrete avenues of the National Capital with the narrow and heated cobblestone streets of their native city. We predict a large time in the wheel feast before them, as guests of the Capital Bi. Club.

#### HARVARD vs. "TECH."

THE date of the Harvard-Tech 15-mile road race has been changed from the 13th of April to the 20th of April.

Harvard's team will be R. H. Davis, W. B. Greanleaf, E. A. Bailey, S. M. Wirth, — Rogers, — Cromwell, T. Barrows and Kenneth Brown. The Techs will probably have 9 men in, and the race will be decided on points. The first five only to count.

#### THE VICTOR SPRING FORK IN ENGLAND.

THE suggestion made by the *C. T. C. Gazette*, that some enterprising Englishman would be doing the riders of Europe a favor by manufacturing and putting on the market the spring fork used on the Overman Victor safety, has been grasped by Mr. Bown, who has secured the patents for England and the Continent, and is already filling large orders for machines fitted with this splendid patent of the Overman Wheel Co.

"The proof of the pudding," etc., is well illustrated in the fact that the Victor spring fork is meeting with such generous public recognition on both sides of the herring pond. We congratulate the Overman Co., Mr. Bown, and, last though not least, the English and Continental riding public.

#### THE "EAGLE" CONQUERS EAGLE ROCK.

ON Saturday last, about 3 P. M., a score or more wheelmen from Orange, Newark and Elizabeth, gathered at Eagle Rock Hill to witness a trial of the hill-climbing qualities of the new "Eagle" bicycle. The climbing was done by Wm. A. Clark of Stamford, Conn., and the wheel used was a regular 50-inch "Eagle," weight 44 1-2 lbs., cranks 5 3-4 inches throw. As Mr. Clark had never seen the hill before he made two preliminary trials, and then coasting at a terrific pace from the top to the extreme bottom, he turned and rode straight to the summit again without a waiver or hardly slacking his pace. No time was taken, as the object of the trial was to test the climbing qualities of the machine and not the endurance or speed of the rider. Among those present were E. S. Walsh, L. B. Gaylor, I. F. Wardwell, C. S. Wardwell and C. E. Gaylor from Stamford. A. P. Folk of Brooklyn, Mr. Pierson, from Howard A. Smith of Newark, and several other representatives of the neighboring dealers.

A. H. PERRIGO, formerly of Cleveland, Ohio, has opened out in Omaha, Neb., with a full line of Coventry and New Rapid machines, and judging from the way he finds a market for his wheels, has struck a bonanza.

MR. C. C. CANDY, of the Overman Wheel Co., was in Omaha, Neb., a week ago, and placed the Victor agency with J. J. Hardin, who will undoubtedly find a ready sale for this most excellent wheel.

It will pay you to peruse the pages No. 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, and 503, occupied by the Coventry Machinists' Co.

THE Capital Cycle Co., of Washington, D. C., are sole agents for and the first to introduce the famous Bell Rock Safety Lamp, made by H. Miller & Co., Birmingham, Eng. The Capital Cycle Co. claim that this is the first of the rubber cushioned hinged-back non-go-outable cycle lamps. This lamp is guaranteed not only to keep alight on any machine on any road, but to give satisfaction in every way, or they tell us the money will be refunded. The Capital Cycle Co. are evidently working in the interests of wheelmen as well as wheel women.

MRS. J. T. MOREHOUSE, who in company with Miss Mulford, coasted without brake the shute of the Essex Toboggan slide, says of the Special Premier Safety: "I am very much pleased with the machine. It is easy-running and steady, and is lighter than any other Ladies' Bicycle I have ridden. Two important features in a lady's machine that are generally overlooked by makers (I suppose because they do not wear dresses) are just right in the Premier. The chain is enclosed with a laced leather guard and the driving gear is placed below the frame. The success of the Premier cannot fail to be assured as ladies become more familiar with the delights of bicycle riding."

SOME fine exhibitions of riding "hands off" have been made on the New Mail Safety lately at the meetings of wheelmen at the Boston Reservoir, and the claims of the makers of this wheel have been verified on this point by many. It is an extremely steady steering machine, and, as is well known, this feature is the one long aimed at in the Rover type. The Safety is having an enormous demand.

A GREAT many New Mail Safeties are being bought in Philadelphia of the agents, E. K. Tryon, Jr., & Co.

Schoveling, Daly & Gales, for their first season, are waking New York up with the New Mails.



## TANDEMING.

*(Suggested by the Supplement of March 8th.)*

The moonlight gleamed within her hair,  
The fire flies diamondized the air  
The night wind sang without a care  
And yet, I d——d 'em.

The moonlight looked into her eyes,  
She thought, how sweet the fire flies;  
The ear lists to the night wind sighs,  
We rode a tandem.

I longed to take the moonlight's place,  
From her, thoughts of fire flies chase,  
My sighs, the night winds to displace,  
We rode a tandem.

Therefore, perforce, I rode behind  
And sullenly the pedals grind  
And look and fume, and in my mind,  
I d——d 'em.

SECRETARY.

## HOW TO OIL A CHAIN.

HERE is a wrinkle worth having: Procure two gallipots; into one of them put half a pint of turpentine, and into the other about half a pint of oil. Undo the screw you will find in one of the links, take off the chain and drop it into the pot of turpentine. This is to clean it, and turpentine is better than paraffin for this purpose. Stir the chain about, take it out, wipe it, and then drop it into the pot of oil. You may let it simmer over a slow fire to make a thorough job of it. Now take it out, wipe it again, and, if you like, dust a little black lead over it, although there is really very little use in this latter operation. The chain may now be replaced. It has been oiled effectively. The old style of daubing the chain with vaseline is a mistake. It is the joints of a chain which require oiling. Vaseline prevents any oil which may be applied from getting to the pins, and it has a remarkable affinity for dust. If a chain is periodically oiled in the manner described it will last much longer. "Stretching," the bugbear of chain-driven machines, is simply wear between the pins and links, and lubrication is the only antidote for this complaint.

## THE KODAK CAMERA---FOR WHEELMEN.



Price, \$25.00.

THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and pressing a button.

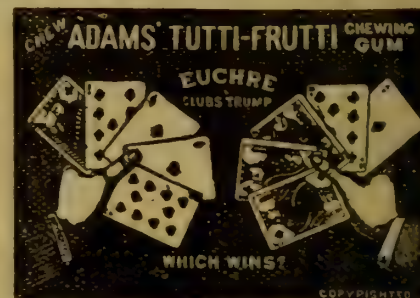
One Hundred instantaneous views may be made without reloading, and a knowledge of photography is unnecessary. The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The "Kodak" is an article which every wheelman should possess, and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

Send for copy of Kodak Primer, containing Kodak photograph.

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| Diameter Front Wheel. | Front Tire. | Diameter Rear Wheel. | Rear Tire. | Weight all on. | Length of leg inside to sole of foot. | Price.  |
|-----------------------|-------------|----------------------|------------|----------------|---------------------------------------|---------|
| 38 inch               | 3-4 inch    | 14 inch              | 5-8 inch   | 31 lbs.        | 27 inch                               | \$35.00 |
| 44 inch               | 3-4 inch    | 14 inch              | 5-8 inch   | 33 lbs.        | 29 inch                               | 40.00   |
| 42 inch               | 3-4 inch    | 16 inch              | 5-8 inch   | 35 1-2 lbs.    | 30 inch                               | 45.00   |
| 46 inch               | 7-8 inch    | 16 inch              | 3-4 inch   | 38 lbs.        | 31 inch                               | 50.00   |
| 48 inch               | 7-8 inch    | 16 inch              | 3-4 inch   | 39 1-2 lbs.    | 32 inch                               | 55.00   |
| 50 inch               | 7-8 inch    | 16 inch              | 3-4 inch   | 41 lbs.        | 33 inch                               | 60.00   |

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Orders solicited from dealers. Descriptive Catalogue and discounts sent on application.



# PSYCHO WHEELS FOR 1889.

IMPORTERS: CAPITAL CYCLE CO., Washington, D. C.

The Psycho cycles are imported by the Capital Cycle Company, of Washington, D. C. This firm were the first to recognize the merits of all forms of rear-driving safeties, and in 1885 imported the first one ever brought into this country. They also designed and introduced the first tandem safety in 1888. They designed and manufactured in 1887 the first rear-driving

ladies' safety bicycle, and credit should be given them for their efforts in this direction. They have accomplished as much for the weaker sex by reducing friction, weight, and by giving increased pleasure, as did the inventor of the spider wheel for the stronger sex by improving the bone-shaker.

They handle only one form of three-wheeled machines, and that a hand lever tricycle for cripples, which is remarkably light and can be steered and driven by the hands. The Psycho cycles imported by this firm are made from designs by Mr. H. S. Owen. The wheels are remarkable for their lightness, strength, harmonious and uniform construction, simplicity, fewness of parts and general gracefulness of design. They are made of weldless steel tubing throughout, including frame, rear forks, saddle post, handle-bar and upright. They have ball bearings to all parts except head, butt-ended direct spokes, more to rear wheel than front, done to proportion the machines for strains.

Psycho cycles do not have hollow rims, tangent spokes, ball head or spring forks. No change will be made in Psychos over the 1888 pattern. The Fish hammock saddle will be used. The plunger brake will be used, as it is the simplest and very powerful. This firm have hoped for years past, and now claim, that the wheel of the future will be a rear-driving safety with dropped frame, suitable for both sexes. They anticipate some prejudice at first, but show their faith in their belief by introducing four styles of dropped-frame safeties, suitable for either lady or gentleman, having detachable brace rods; and although they import two forms of straight-frame safeties, suitable only for men, they advise intending purchasers to give the preference to the dropped-frame, not only on account of its adaptability to use by all members of the family, but also for its grace and strength. The Capital Cycle Company claim to give the best guarantee in the trade, as they guarantee not only against defects in workmanship and material, as do other firms, but also against construction, which is more important. A machine may break not only on account of a flaw, but from bad proportioning. The Capital Cycle Company introduce seven forms of safety or rear-driving bicycles for both sexes for this season, varying in weight and construction. They are as follows:

1. "Men's Straight Frame Psycho Safety," 30-inch wheels, 7-8 and 3-4 inch tires, geared to 57 inches, weight 47 lbs. Price, \$140.

2. "Men's Light Roadster Psycho Safety," (*see cut*), 30-inch wheels, 3-4 inch tires, made for gentleman riders and scorchers on good roads, geared to 60 inches, weight 38 lbs. Price, \$140.

3. "Men's Dropped Frame Psycho Safety" is designed like ladies' safety (*see cut*), 30-inch wheels, 7-8 and 3-4 inch tires, weight 50 lbs. Will carry any weight on any road. Detachable brace rod makes it suitable for ladies and a general family machine. Price, \$140. Geared to 57 inches.

4. "Ladies' Roadster Psycho Safety," 3-4 inch tires, 29-inch wheels. Detachable brace rod, suitable for short or medium height gentlemen. Will stand any weight. Weight 44 lbs. (*See Cut.*) Geared to 50 inches.

5. "Ladies' Light Roadster Psycho Safety," 29-inch wheels, 3-4 and 5-8 inch tires, weight 38 lbs. Superb finish, very light and easy running, intended for light weight ladies, but will carry 175 lbs. Geared to 50 inches.

6. "Ladies' Extra Light Psycho," 28-inch wheels, made for short, light ladies, weight 34 lbs., gear 48 inches. Price \$140.

7. "Psycho Tandem Safety," intended for lady and gentleman or two gentlemen, 7-8 inch tires to both wheels, very strong, light and simple. Will carry any weight. Price, with two separate brakes, \$200. Geared to 57 inches.

The Capital Cycle Company have prepared for their share of the trade this year, relying upon the merits of their wheels. They only handle two-wheeled safeties; no ordinaries or tricycles.

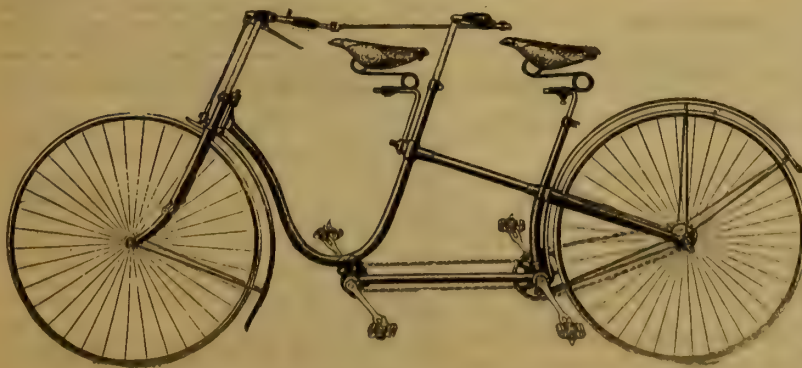


PSYCHO LIGHT ROADSTER, WEIGHT, 38 POUNDS.



LADIES' AND GENTLEMEN'S PSYCHO.

Three Weights, 39 lbs., 44 lbs., and 50 lbs.



PSYCHO TANDEM SAFETY, WEIGHT, 74 POUNDS



**REPAIRERS** If you want **SPOKES.**  
 " " " **RIMS.**  
 " " " **TOOLS.**  
 " " " **PARTS.**  
 Write to **BROWN BROS. MFG. CO., CHICAGO, ILL.**



## The "BICYCLE" Free.

Send names of 10 who talk of buying a wheel this year, and we will send you the *Bicycle Free.*

**BICYCLE, West Randolph, Vt.**

**BICYCLING NEWS**—the Cyclers' Illustrated Paper—Every week by mail for a year, \$2.50. Contains sketches of the latest inventions and of well-known European and English routes. Also special correspondence from the United States and all countries; useful information and accounts of tours. The oldest and most interesting cyclists' paper in the world.

Postage stamps not received in payment.

**TRAINING FOR AMATEUR ATHLETES, WITH SPECIAL REGARD TO BICYCLISTS.** By Dr. H. L. Cortis. The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way *practical*, it can be strongly indorsed as giving all the information that a book can give on this important subject. Second edition, 50 cents. For sale by *Bicycling World Co.*, 12 Pearl st., Boston.



**LEAGUE HEADQUARTERS:**  
 12 Pearl Street, - - - Room 27  
**ABBOT BASSETT, Secretary.**

### Mo. Division Touring Board.

The attention of the members of this Division is called to the fact that in spite of arduous labor the following counties in the state remain entirely unreported to date, viz., Atchison, Barry, Butler, Caldwell, Carter, Cass, Christian, Dallas, Daviess, Douglass, Dunklin, Grundy, Harrison, McDonald, Mercer, Miller, Pemiscot, Perry, Stone, Sullivan, Taney, total, 21 out of 113 counties. Wheelmen who live in and near unreported counties or have ridden through them are asked to send reports to the Chairman at once. The Touring Committee this year consists of seven members but with the honorable exception of Mr. Nelson C. Haynes, not a single report has been made to date. This is to be regretted and it the forthcoming road book is not up to expectations, members are asked to put the blame where it belongs.

Fraternally, **ROBT. HOLM, Chairman.**

### Racing Board Assignments.

Members of the Board have had assigned them the following territory:

The Chairman in charge of New England States and New York.

Geo. S. Atwater, 1206 Pa. ave., Washington, D. C., in charge of New Jersey, Pennsylvania, Delaware, Maryland, Virginia, West Virginia, No. Carolina, So. Carolina, Georgia and Florida.

Geo. Collister with Davis, Hunt and Co., Cleveland, Ohio, in charge of Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota, Iowa, Missouri, Kentucky and Nebraska.

H. H. Hodgson, 13 Carondelet street, New Orleans, La., in charge of Tennessee, Alabama, Mississippi, Louisiana, Arkansas, Texas, Kansas and Colorado.

R. A. Smythe, 22 Montgomery street, San Francisco, Cal., in charge of California, Oregon, Nevada, Washington, Montana, No. Dakota and So. Dakota.

Parties having business with the Racing Board will communicate through the member in charge of the district in which they reside.

CHAS. S. DAVOL,  
 Chairman Racing Board.

Warren, R. I., April 5th, 1889.

### Minnesota Hotels.

Minneapolis, the Nicolet. Regular \$2.50, L. A. W. \$3.50, L. A. W. \$2.00, \$2.50, \$3.00.  
 St. Paul, the Clifton. Regular, \$2.50, L. A. W. \$2.00.  
 Faribault, the Commercial. Regular, \$2.00, L. A. W. \$1.00.  
 Fergus Falls, the Grand. Regular, \$2.00, L. A. W. \$1.50.  
 Owatonna, the Arnold. Regular, \$2.00, L. A. W. \$1.50.  
 Currie, Lake Shetek House. Regular, \$1.50, L. A. W. \$1.00.  
 T. M. Slosson, Chief Consul.

### Two Mile Championship.

The two-mile L. A. W. bicycle championship is located with the "Rhode Island Wheelmen," of Providence, to be run at their meet May 30th.

CHAS. S. DAVOL,  
 Chairman L. A. W. Racing Board.  
 Warren, April 5, 1889.

### Attention, Members of the Missouri Division!!

The mere announcement that the time for renewing your League membership has arrived, should be sufficient reason for each one of you to send on your dollar without a moment's delay. The recent successful fight made in this State against obnoxious and hurtful legislation, is, in itself, a complete and conclusive answer to the oft repeated question, "What use is it to belong to the League?"

Without denying to any the credit that may be due them, the fact remains and cannot be successfully contradicted, that the defeat of the "Warner Bill" was accomplished by the efforts, and through the influence, of the League members throughout the State, backed by the moral influence of the National organization. If the organization never accomplishes another thing for the protection and benefit of cycling, there is not a rider in the State but what owes it his allegiance for the good it has already accomplished. We propose, however, if given sufficient encouragement by a large and increased membership, to undertake this year the accomplishment of greater work in the direction of better roads, and to this end the aid of all riders is earnestly invoked. Local Consuls are urged to see that all the members in their respective districts renew promptly and that as many new members as possible be enrolled.

Blanks can be cut out of the Bulletins or they can be had in any desired quantity by applying to J. A. Lewis, Secretary Treasurer, care, Continental Bank, St. Louis. Fraternally, **W. M. BREWSTER, C. C.**

### New Hampshire.

*Mr. Editor:* What is the matter with New Hampshire? In the old days she used to be a leader in League affairs. Now we hear nothing from her. She gave us Gilman and Hazlett and Philbrick. Has she not a successor to these men? A former resident of the Granite State I am proud of the record and I want to see her in her old place. I have heard nothing from her this year though I have looked for something. With men enough to allow for a Vice Consul, she has elected none; with the right kind of fellows to make a meet interesting, she has had none. Innocuous desuetude is her state and condition. Men of New Hampshire assert yourselves! Choose a good Chief Consul and win back the place you have lost.

WANDERER.

### Chicago Hotel.

Dear Sir—The "Commercial" is appointed the League Hotel for Chicago, rates \$1.50 per day. Regular rates, \$2.00 and \$2.50. To secure this rate League members will be required to present their L. A. W. ticket. Louie W. Hess of Ottawa is appointed Local Consul. Yours, etc., **W. A. DAVIS.**

### To the Cycling Trade.

Gentlemen: Will you furnish me with a list of your agents in New York State?

This is desired that I may obtain from the agents, lists of all wheelmen in their localities, these lists to be used in an endeavor to add to our membership.

I would suggest the advisability of your impressing on your agents the desirability of membership in the League of American Wheelmen and of their using their influence to retain and make new members for the organization.

The direct contact between dealer and wheelmen places the former in a position to largely aid in increasing the membership.

Every effort to influence legislation favorable to improvement of the highways is being made and the moral influence of a largely increased membership will aid us greatly in this work.

The legislative action secured by the New York State Division which opened to wheelmen the Parks of New York City and Brooklyn resulted largely to the benefit of the Cycling Trade.

Trusting that the above meets with your approval an early reply is requested. Yours very respectfully,

W. S. BULL,  
 Chief Consul New York State Division.

### To Consuls, N. Y. State Division.

As it is important that there should be a League hotel in every city and town, I enclose a blank application, which has been prepared with the view of protecting both hotels and the League of American Wheelmen from imposition by wheelmen who do not join our organization. Please have the proprietor of the hotel you select, sign and return to me as soon as possible. On its receipt I will send the official certificate, which kindly deliver and ask that it be hung in a conspicuous place.

In a hotel it is desirable that it be the best and most convenient. If the proprietor will make a reduction from regular rates—Commercial Travelers' rate generally being granted—it will be appreciated, but what is most desired is attention and the best the house affords, we do not want a reduction at the sacrifice of these important items.

In making arrangements you will impress upon the proprietor that League accommodations or rates are to be granted wheelmen only on presentation of a membership ticket for the current year.

Immediate attention is asked that the hotel and its rates may be inserted in a "Hand Book of the New York State Division" which is almost ready for the printer.

If you have not forwarded the Consul's Application sent you last month please do so at once in order that the list of Consuls in the "Hand Book" may be complete and correct. Yours fraternally,

W. S. BULL, Chief Consul.

### Massachusetts's Run.

At a meeting of L. A. W. Wheelmen at America Hall on April 8th, it was voted to have a committee appointed to arrange for a Union Run of the clubs in the vicinity of Boston, on one day of each month.

The Committee have decided to call the first run to Salem on April 21st.

The start will be made from the Somerville Club Room cor. Marshall street and B. way at 10 A. M. Dinner will be obtained at the Essex House and the return trip made in the P. M. Those who desire can join a party that will ride to Gloucester in the P. M. and return to Boston on Monday April 22d.

All League members are invited to participate and will please notify the committee either directly or through the captains of clubs, if they intend to go, in order that necessary arrangements may be made in advance.

Further notice will be given in the BULLETIN and Sunday Papers. **CAPT. ARTHUR W. ROBINSON,**

Rovers Cycle Club.

**CAPT. CARLE CUBBERLY,**

Somerville Bi. Club.

**CAPT. A. P. BENSON,**

Dorchester Bi. Club.

Committee.

### APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list to the following week.

*Continued in Supplement.*



# Premier Bicyclopedia.

## **SPECIAL PREMIER SAFETY—**

**\$135.** Cold-drawn seamless steel tube, Ball-Bearings all round, 30 and 28-inch wheels, Hancock's non-slipping tyres, weight 46 lbs. Light, strong, graceful, and the best steering Safety made; no dip in turning. The only light Safety suitable for both ladies and gentlemen.

## **POPULAR PREMIER SAFETY—**

**\$105.** Steel Diamond Frame, the strongest and most rigid made. Tubular Steel Forks Ball-Bearings all round. 30-inch wheels. Butted spokes. Square bar Ball-Pedals. Weight 49 lbs. A thoroughly reliable Roadster Safety, suitable for any weights or roads, at a moderate price.

## **YOUTH'S PREMIER SAFETY—**

**\$65.** Steel Tube, Hollow Steel Forks, Adjustable Ball bearings to Driving Wheel and Crank Shaft, 26-inch Wheels, Butted Spokes. The finest Boy's Safety manufactured. Fully warranted and will last until the Rider has attained full growth.

## **PREMIER TANDEM SAFETY—**

**\$200.** Easily "The King of Tandem Safeties." Holds an absolutely Spotless Record for strength and durability on American roads. The only Tandem Safety built on correct mechanical principles. Double steering. Brakes on both wheels. Ready for a lady

rider at any time, without alteration. Geared 55 or 60-inch at purchaser's option.

## **PREMIER WARRANT—**

We warrant all the Premier Cycles bearing our stamp and that of Hillman, Herbert & Cooper, to be free from defects in material, workmanship or construction, and will make good at any time within a year from date of purchase, any breakage not caused by use, misuse, or neglect.

## **PREMIER INTERCHANGEABILITY—**

We guarantee all Premiers sold by us to be made strictly to gauge, and to be thoroughly interchangeable, without fitting. We can supply parts at all times from stock on hand.

## **PREMIER AGENCIES—**

We are Sole United States representative for the Premier Cycles, under contract with Messrs. Hillman, Herbert & Cooper, and genuine Premiers can only be obtained from us or our authorized Agents. Premier Agencies have been established in all the Cycling Centres and many smaller towns. Live Wheelmen in unoccupied territory should write us at once for full particulars.

Immediate Delivery. Illustrated Catalogue Free.

## LLEWELLYN H. JOHNSON, Orange, N. J.

Quincy, Ill., March 23d, '89.

Cormully & Jeffery Mfg. Co.,

Chicago, Ill.

Gentlemen--I am more than pleased with my '89 Rambler, and after an experience of six years, during which time I have ridden several different makes of high grade wheels, both of the safety and ordinary pattern, I am safe in saying that the Rambler is the easiest running wheel I ever rode.

The new spring, which, with the aid of the broken joint, allows the pedals and saddle to move together, is a big improvement, and in rough road riding it does not have a tendency to throw the power off the pedals, as in the case of the springs in other safeties.

Yours truly,

HAL S. OSBORN,

Capt. Rambler Cycle Club.



# Schoverling, Daly & Cales,

AGENTS FOR

**New Mail,  
VINEYARD, IDEAL**  
and other Bicycles.



AGENTS FOR

**Wright & Ditson's  
LAWN TENNIS**  
A, J, Reach Co's,  
Base Ball Goods.

**302 BROADWAY, NEW YORK.**

**SPRING OPENING.**

THE MOST COMPLETE STOCK

—OF—

FOREIGN AND DOMESTIC

**Woolens**

IN THE COUNTRY.

**A New Feature  
for this Season,  
OUR \$18.00 SUITS  
TO ORDER.**

Estimates and samples cheerfully furnished for

**Uniform Suits,**

All the leading Cloths in Stock.

SATISFACTION GUARANTEED.

*Nicoll*  
The Tailor.

145 and 147 Bowery, and  
771 Broadway, cor. Ninth St.



One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON,  
144 and 146 Greenwich street, New York.

Official Outfitters to the League of American Wheelmen.  
Authorized by the Uniform Committee,

*Elmer W. Johnson*  
*A. Malcolm Beckwith* Committee.  
*Edwin*

**Browning, King & Co.**

Official Tailors of the L.A.W.



406, 408, 410 & 412

**Broome Street,**

**NEW YORK.**

The Only Official Tailors to the L.A.W.

COAT, \$8.25, BREECHES, \$5.50.

Cloth, \$2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

**FOR YOUR SAFETY.**  
The **BUFFALO SAFETY BICYCLE STAND**

Firm, Strong, Portable.



Price, \$1.00.

**A. G. SPALDING & BROS.,**

Sole Agents,

**NEW YORK AND CHICAGO.**

The trade supplied.

**A. G. Spalding & Bros.**

Makers of the Official L. A. W. Sundries.

**Caps.** League Regulation.....1.25  
**Shirts.** League Regulation.....2.00  
No. XX Fine Cheviot for hot weather wear.....1.00  
**Stockings.** Our celebrated Linen Sole Stocking, League color.....1.00  
**Belts.** No. X Silk, Edge's League color, white centre, Snake Buckle......50  
No. XX Worsted Solid, League color, Snake Buckle......40  
**Shoes.** Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic.5.00  
No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits

**A. G. SPALDING & BROS.,**

241 Broadway, New York.

108 Madison St., Chicago

GET THE BEST!  
THE

**Standard  
Cyclometer.**

Greatly Improved  
for 1889.

No more Rattle.  
Simplest and Best Instrument ever Invented.  
Made for all Safeties.

Registers 2500 Miles.

**J. A. Lakin & Co.,**

WESTFIELD, MASS.

Send for Circular.





## Ladies' Hickory Bicycle

(A strong robust man can ride it.)

Weights, with all on, 42 lbs.

Price, \$90.00



We take this means of replying to a large number of correspondents, who have asked some funny questions.

Yes: We *do* work nights.

No: We don't sleep "daytimes."

Yes: The man who "got up" this machine is a crank.

No: He don't seem to regret it, neither does the

**STERLING CYCLE CO.,**

NEWTON, MASS.



### THE BEST SAFETY STAND EVER INVENTED.

Weights but 3 pounds, is too small to be seen, and sells for 60 cts.

**KIRK BROWN,**  
18 So. Broad Street, Philadelphia,

### The Improved Buffalo Stand

IS NOW READY.

This stand holds Ordinaries and Stars, and two of them will hold a Safety. The price is 30c. Discount to dealers.

**KIRK BROWN,**

No. 18 So. Broad St., Philadelphia.

**SEND FOR LIST OF**

### Second-Hand Wheels,

With terms of Easy Payments, to

**KIRK BROWN,**

18 So. Broad St., - Philadelphia.

### Howard A. Smith & Co.

Will appoint Agents for their immense line of Sundries in all unoccupied territory.

#### SPECIALTIES.

Bundle Carriers, Hose Supporters,  
Stockings, Adhesive Tire Tape,  
Standard Gloves, Spoke Grips,  
Whistles, Standard Oil,  
Newark Enamel, Newark Lamps,  
Cement, Graphite,  
Caps, Belts, Jersey Suits, etc., etc.

**ORATON HALL, NEWARK, N. J.**

Store and Riding Hall open Evenings.

### DON'T

Botch up your machine with liquid enamel. We will finish your wheel in *best* baked enamel, and nickel the trimmings, for \$10.00. Parties with '83 Experts, can have their machines fitted with one-piece hollow bars and spades **CHEAP**. Send for descriptions to

**LINCOLN HOLLAND & CO.,**

Worcester, Mass.

## ELASTIC TIP CO.,

MANUFACTURERS OF

**Bicycle Handles of every description. Bicycle Tires, Pedal Rubbers, etc.**



Spade Handles, complete, full nickel, \$2.50 per pair  
Forged Steel Spades in the rough with bolts and grip \$2.00 per pair  
Spade Grips, Vulcanite, any style, \$.50 per pair  
Soft Rubber Handles, Pear Shape, \$1.50 per pair  
Tire Cement \$.25 per box  
Electric Tape \$.25 per roll

Send for wholesale list of Bicycle Tires, &c.

*Mould work of any kind solicited.*

**THE ELASTIC TIP CO.,**

RUBBER SPECIALTIES,

Cor. Cornhill and Washington St., - - Boston.

## ERIE KNITTING MILL, Erie, Pa.

**FRANK FAIRBAIRN, Prop.**

*Manufactures Bicycle and Athletic Goods.*

Our Bi. Jerseys, Knit Pants and Worsted Stockings are the best on the market. We make them to order and to measure. Try them and be convinced.

#### TESTIMONIAL.

JOLIET, Ill., February 11, 1889.

Mr. Frank Fairbairn, Erie, Pa.:  
Dear Sir—The suits you made for the Joliet Cycle Club last summer have given great satisfaction to the members who purchased them, both in fit and wear. We corresponded with many other bicycle suit manufacturers and found your prices lower than any of them.

Yours very respectfully,  
H. B. SMITH,  
First Lt. Joliet Cycle Club.



**SAVE MONEY. Before YOU BUY  
BICYCLE OR GUN**  
Send to A. W. GUMP & CO., Dayton, O., for Prices. Over 100 shop worn and second hand Cycles. Repairing and Nickeling. Bicycles, Guns and Typewriters taken in trade.

|                  | Factory Price. | Our Price. |
|------------------|----------------|------------|
| <b>NEW</b>       | 48 in. \$50 00 | \$27 00    |
| <b>ACME</b>      | 46 in. 45 00   | 25 00      |
| <b>BICYCLES.</b> | 44 in. 40 00   | 23 00      |

Rubber tires with tool bag and tools.

## Bicycle Dealers

Should not fail to write

**A. W. GUMP & CO., Dayton, O.,**

if they are in need of any

**Second Hand Bicycles.**

Describe what you want and about what price.

Mention this paper.



**HOLMES & CO.**

We call special attention to our New Circular for the coming season. We have added several new things to our list, which we trust the trade will appreciate.

## Jersey Fitting Garments

### Holmes' Thigh Stocking.



Jersey - Fitting  
Stocking.

- 3-3. Full Fashioned, Narrowed at ankle to black, navy, League brown, grey mixed and any other color, \$1.50
- 3-1. Black, navy, grey mixed, stocking, \$1.25
- 1-1. Black, navy, grey mixed, stocking, \$1.00

Send for Illustrated Catalogue and Price List.

Manufactured by

**HOLMES & CO.,**  
109 Kingston Street, Boston, Mass.

#### IMPROVED.

The attention of the Wheelmen and the trade is kindly called to our new Thigh Stocking. The enclosed cut gives a correct description of this stocking and its design, and needs no argument to show that they are the best thing that has been made for holding the stocking in position. They are Ribbed, Jersey-Fitting, and very elastic, regular made, double heel and toes. The form and proportions of the foot, heel, toe, ankle, calf and leg are perfect.

**Browning, King & Co.**

406, 408, 410 & 412



**Broome Street,  
NEW YORK.**

**The Only Official Tailors to  
the L. A. W.**

**PRICE LIST L. A. W. UNIFORMS.**

**COAT, \$8.25. BREECHES, \$5.50.**

**Cloth, \$2.25 per yard.**

**Large Buttons, 5c. each.**

**Small Buttons, 3c. each.**

**BICYCLE and ATHLETIC GOODS.****The Kingston Knitting Co.,**

**OF BOSTON, MASS.,**

Manufactures, for the trade and clubs, the most beautiful line of Athletic goods made, and in the latest colors, in PLAIN, STRIPED and mixed cloths, in worsted, wool and Jersey spun cotton, for Bicycle riders, Gymnasium, Base Ball, Foot Ball and Lawn Tennis Suits, Rowing, Yachting and Bathing Outfits, Hosiery, Caps, etc., all from our special weaving, and for style, elasticity and durability cannot be excelled.

Our JERSEYS, KNEE TIGHTS, KNICKERBOCKERS, TRUNKS, and SUPPORTERS, are unsurpassed for good taste, comfort and easy fitting.

Many novelties in plain and ribbed suits and Sweaters.

Our prices are very reasonable.

Correspondence solicited.

**KINGSTON KNITTING CO.,**

27 Kingston St., Boston

**Good Live Agents Wanted**

In every town where these wheels are not already represented. Correspondence solicited.

**GORMULLY & JEFFERY'S**

American Champion Bicycle,

American Light Champion Bicycle.

American Rambler Safety, for either Lady or Gentleman.

American Challenge Bicycle.

American Ideal Bicycle.

American Ideal Rambler Safety, for either Girl or Boy.

American Ideal Tricycle.

American Challenge Tricycle,

AND SUNDRIES.

**MERWIN, HURLBERT & CO.,**

**GENERAL AGENTS,**

**26 West 23rd Street,**

**NEW YORK**

## Ira Perego & Co.

### General Athletic Outfitters.

**Improved Automatic Telephones.**

Pat. Nov. 30, 1880, and June 21, 1881.

For use between Office, Store, Residence or Factory. Cheaper than Speaking-tubes throughout a building. These new instruments (see above cut) are emphatically superior to all others for lines within a mile.

They embody all latest improvements, work splendidly in all kinds of weather, and are great favorites with business men.

**Price Per Set, \$7.50.**

Over 2000 in practical operation in this city. Send for illustrated circular and testimonials. Address

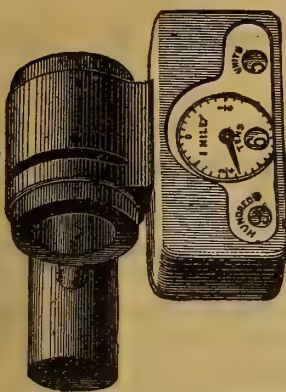
**EDW. E. HARBERT & CO.**

Dealers in Telephone and Electric Supplies of Every Description.  
159 Le Salle Street, - - - Chicago, Ill.

**128, 130, 132 FULTON ST., and  
87 NASSAU ST.,  
NEW YORK.**



Patented Feb. 15, 1887.



Ordinary Bicycle, \$10.00  
Safety Bicycle, \$11.00

## All the Accepted Road Records

Were measured with, and thousands of the best  
wheelmen use only the

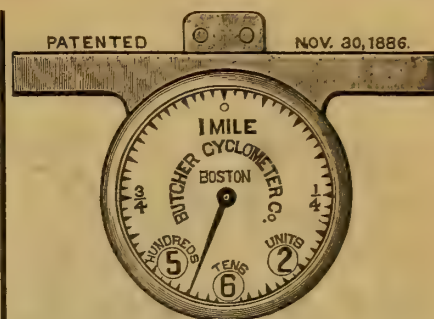
## BUTCHER CYCLOMETER.

SEND FOR CIRCULAR TO THE

**BUTCHER CYCLOMETER CO.,**

338 Washington Street,

BOSTON, MASS.



Many riders demand a spoke  
cyclometer. We furnish same  
free by mail on receipt of

PRICE, - - - - \$5.00



Mails, &c. A very fine assortment of Second-hand Machines always on hand. **Do not fail to send for our Bargain List of such, before purchasing. List FREE upon application. Repairing in all its branches. Difficult Repairing a Specialty!!**

### RENTING! NICKELING! ENAMELING!

City Agents for the H. B. Smith Machine Co., makers of the celebrated Pony Special Star, 39x24, Star Safety, &c.

Uptown Agents for Mess. A. G. Spalding & Bros. A complete stock of their unexcelled Sporting Goods.

## PUNNETT, Merchant Tailor & Athletic Outfitter,

98 & 100 West Ave., Rochester, N.Y.

Use Punnett's Jersey Cloth Garments, and you will always be neatly and comfortably dressed. Club Uniforms a specialty.

Be sure and send for Samples and Blanks.

### Tricycles and Tandems.

Columbia Light Roadster, used one year, \$90.00; Singer, very good, \$85.00; Marlboro' Light Roadster, new last fall, excellent, \$115.00; Columbia Tandem, excellent, \$150.00; Marlboro' Tandem, '88 pattern, as good as new, \$165.00. The above are great bargains, and will only be sold for cash. Should you propose purchasing a Tricycle you will find it advantageous to write.

**WHITTEN, GODDING & CO.,**  
PROVIDENCE, R. I.

## REPAIRS

Of all kinds, and parts and sundries for all make machines at lowest rates. Shop worn and Second-hand machines in job lots to dealers. Great Bargains. Send for catalogue of the American Cycles. Rear Driver Safeties from \$12 upward.

**MURRAY'S,**

243 Columbus Ave., Boston, Mass.

## New York Bicycle Co.

No. 8 Warren St.--No. 4 East 60th St.  
**NEW YORK,**

DEALERS IN

## New & Second-hand Wheels

Of Every Description.

### Full Line of Cycling Accessories

Wheels Bought, Sold and Exchanged. Old mounts taken in Part payment for new Victors, Stars, Rapids, Clubs, Columbias, Eagles, New

## ARTHUR SIDWELL,

(Late Foreman Rudge Agency Repair Shop,)

## Repairing, Nickeling, Enameling,

AT REASONABLE PRICES.

**NO. 152 CONGRESS STREET,**

**BOSTON, MASS.**

### S. L. HOUSE & CO.



**BICYCLES**

Psycho or Singer Safety, 145  
Tandem Bicycle, \$200, 145  
Ladies' Psycho, 145  
Gents' Psycho, 140  
Royal Singer, 135  
Singer Safety, 135  
Ladies' Singer, 125  
Apollo Safety, 125  
Courier Safety, 90  
Gypsy Safety, 75  
Wanderer Safety, 35  
Little Jewel, \$12 to 35  
Send for catalogue.  
We give you the best  
the price will buy.

38 Van Buren St. Chicago, Ill

## SIEGRIST BROS.,

MANUFACTURERS OF

THE CHAMPION BICYCLE SHOE.

Price \$4.75



OUR SPECIALTIES.

Running, Walking, Tennis Foot Ball and  
our Light Weight Base Ball Shoe.



Price \$4.75

These shoes are made from Kangaroo or Russet calf, and are noted for their light weight and durability.

**SIEGRIST BROS.,**

237 Canal St., cor. Centre, New York.

BICYCLE TACTICS. By Capt. T. S. Miller. A complete manual for drill by clubs. 20 cents. New edition now ready. For sale by Bicycling World Co. 12 Pearl St., Boston.

## New "ACME" BICYCLES



Factory Price. Our Price.  
Rubber Tires.  
52 in. \$60.00... \$36.00  
50 in. 55.00... 33.00  
48 in. 50.00... 30.00  
46 in. 45.00... 27.00  
44 in. 40.00... 24.00  
42 in. 35.00... 21.00

## SAFETY BICYCLES

SEND FOR CATALOGUE.

Small Boys' 20 in. wheels, with parallel bearings... \$25.00  
Large Boys' 24 in. with brake and mud guards... 28.00  
Ladies' or Men's 30 in. ball bearings to both wheels... 35.00  
Ladies' or Men's 30 in. ball bearings ALL OVER... 40.00

ST. LOUIS, E. C. MEACHAM ARMS CO.

## CLINTON CYCLE CO.

BICYCLES, TRICYCLES AND SAFETIES of all the leading makes. Second-Hand Wheels Bought and Sold. Spade Handles, Cyclometers, Jerseys, and everything in the cycling line.

Repairing Done In First-Class Manner.

Our prices speak for themselves. Write us or send for Catalogue.

**E. C. CO.,**

North High St., CLINTON, MASS.



---

1889.

---

## *NEW RAPID SAFETY.*

*30 inch wheels, 7-8 tires to both wheels, guaranteed to carry any weight rider over any kind of road.*

---

*Weight Complete, . . . 47 Pounds.*

---

*Ladies' Safety (<sup>NEW</sup><sub>RAPID</sub>), ready for delivery in April.*

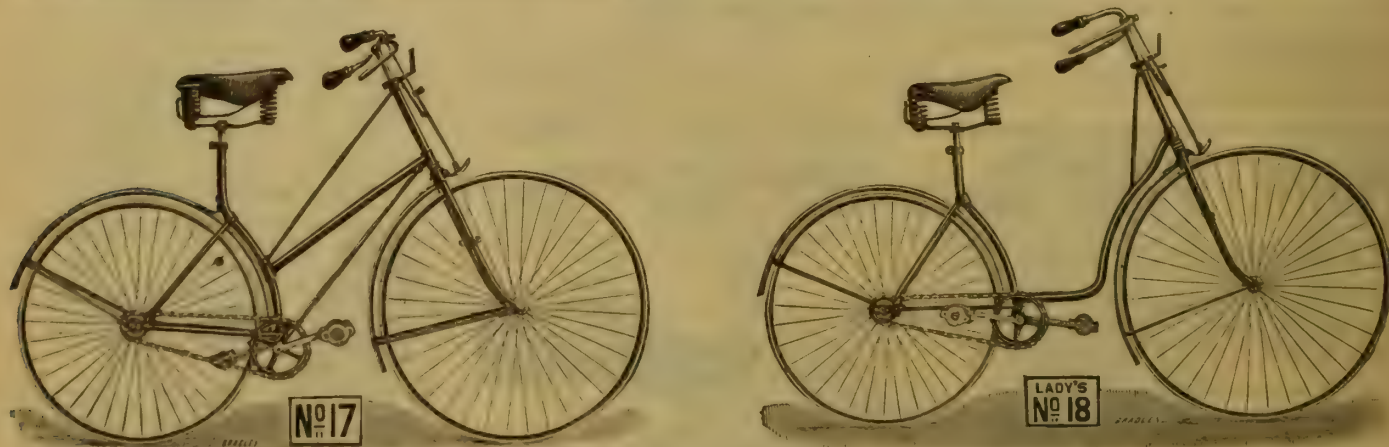
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*DON'T BUY UNTIL YOU SEE OUR CATALOGUE.*

---

*The Clark Cycle Co., Baltimore, Md.*

---



## QUADRANTS.

The above are two of our 1889 patterns specially suitable for the American market. Either pattern can be fitted with our beautiful NEW SPRING WHEEL for rough roads.

### TO AGENTS:

Agents in the principal cycling centers where we are not yet represented, desiring our sole district agency and possessing the necessary licenses for importation, will oblige by communicating IMMEDIATELY with MR. H. G. PRIEST, care of Bicycling World, 12 Pearl Street, Boston, Mass.

**Makers: THE QUADRANT TRICYCLE CO.,  
BIRMINGHAM, ENGLAND.**



## Read & Remember,

That Ladies can learn to ride  
the Ladies' Safety Bicycle at

**ADELPHI HALL,**

52d Street and Broadway,

**NEW YORK.**

Only a few lessons necessary  
to become proficient.

Competent and experienced  
instructors in charge.

Lessons private, only two pu-  
pils on the floor at one time.

Floor 80x100, affording ample  
space for satisfactory instruc-  
tions and practice.

Gentlemen also instructed in  
the use of the safety or regular  
bicycle.

Classes now forming.

Engagements for *lessons* may  
be entered in advance, and  
special hours reserved.

Applications for lessons should  
be made at my office.

Send for further particulars  
and terms.

**GEO. R. BIDWELL,**

313 W. 58th St.,

**NEW YORK.**

## TIME PAYMENTS.

Write to us for information in regard to  
the installment plan. New or Second-hand  
machines sold on the above arrangement.

**ST. LOUIS WHEEL CO.,**

311 N. 14th St., - - - St. Louis, Mo.

**HARRY D. HEDGER,**

**Cycle Dealer & Repairer,**

473 Tremont Street,

**Boston, - - - Mass.**



\$3.00

\$3.00

**Toulmin's Buffalo Bicycle Shoe,**

Made only of Genuine Kangaroo, 3.00.

Liberal Discount to Bi. Agents. Write for 1889 cir-  
culars of Bicycle and Base Ball Shoes.

**W. B. TOULMIN, Buffalo, N. Y.**

## REPAIRS.

We have the only complete

**Bicycle Repair Shop**

In New York State. To the usual equipments re-  
quired in doing a first-class Bicycle Repair Business  
we have lately added a large

### ENAMELING FURNACE,

Which enables us to produce a finish in every respect  
equal to that of the best factories.

We are prepared to do

**Bicycle and Tricycle Repairing**

Of every description on short notice at prices as low  
as good material and first-class work will permit. A  
specialty made of Nickel Plating, Enameling difficult  
class of Brazing, &c. *Satisfaction guaranteed.*  
Correspondence solicited.

**HARRIS & HABERER,**

Successors to

E. N. Bowen's Bicycle Repair Business,  
585 Main Street, - - Buffalo, N. Y.

**PHOTOGRAPHY**

Send for our new "Handbook of Pho-  
tography." MILLER & HOPKINS, 443 Ful-  
ton street, Brooklyn, New York, or 4 East 60th street,  
New York City.

Cycling Photographic Outfits a Specialty

## BARCAIN LIST.

**Second-hand Bicycles, Tricy-  
cles, Tandems, Safeties, &c.**

FOR SALE BY

**Charles Schwalbach,**

PROSPECT PARK PLAZA, BROOKLYN, N. Y.

| No. | BICYCLES.                                                                                                                                                                                 | Price.  |
|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| 79  | 42-inch Ideal, Plain Pedals, Enameled,<br>Fair order.....                                                                                                                                 | \$15.00 |
| 80  | 42-inch Ideal, Plain Pedals, Enameled,<br>Good order.....                                                                                                                                 | 20.00   |
| 81  | 44-inch Ideal, Plain Pedals, Enameled,<br>Good order.....                                                                                                                                 | 25.00   |
| 82  | 46-inch Ideal, Plain Pedals, Enameled,<br>Good as new.....                                                                                                                                | 35.00   |
| 83  | 48-inch Ideal, Plain Pedals, Enameled,<br>Good as new.....                                                                                                                                | 40.00   |
| 84  | 48-inch Columbia Expert, Ball Pedals, Cow-<br>horn bars, Hollow, Full Nickel, and<br>Wheel in Splendid order.....                                                                         | 80.00   |
| 85  | 48-inch Rudge Light Roadster, Enamel<br>Finish, All good, Cowhorn Bars, Spade<br>Handles, Ball Bearings, Kirk Saddle,<br>At order.....                                                    | 60.00   |
| 86  | 48-inch Star, Noiseless Ratchets, Enamel<br>Finish, Cowhorn Bars, Tires good.....                                                                                                         | 65.00   |
| 87  | 48 inch Expert Columbia, Enamel Finish,<br>Cowhorn Bars, Double Grip Handles,<br>Ball Bearings, Kirk Saddle, At condi-<br>tion.....                                                       | 100.00  |
| 88  | 49-inch Columbia Light Roadster, never<br>ridden, used as a sample, '87 pattern,<br>little shop-worn, all balls, same as new,<br>warranted.....                                           | 110.00  |
| 89  | 50-inch Union, Enamel and Nickel Finish,<br>all in good order, Plain Bearings and<br>Pedals, Alarm Bell.....                                                                              | 35.00   |
| 90  | 50-inch Premier, Plain Pedals, Cowhorn<br>Bars, Enameled Finish, and in good<br>order, Lillibridge Saddle.....                                                                            | 50.00   |
| 91  | 50-inch Columbia Standard, Plain Pedals,<br>Cowhorn Bars, Lillibridge Saddle,<br>Nickel Backbone and Forks, in tip-top<br>order.....                                                      | 50.00   |
| 92  | 50-inch Expert Columbia, Enamel Finish,<br>Kirk Saddle, Cowhorn Bars, Ball Bear-<br>ings, Double Grip Handles, all in best<br>order.....                                                  | 100.00  |
| 93  | 51-inch Columbia Light Roadster, '88 Pat-<br>tern, new in June, only ridden a few<br>miles, everything modern and equal to<br>new.....                                                    | 110.00  |
| 94  | 52 inch Expert Columbia, Enamel Finish,<br>Cowhorn Bars, Ball Bearings, all in At<br>order with Kirk Saddle.....                                                                          | 100.00  |
| 95  | 52-inch American Challenge with Harvard<br>King Lamp, Drop Bars, Ball Bearings,<br>Enamel Finish, all in good order.....                                                                  | 40.00   |
| 96  | 52-inch American Rudge, Enamel Finish,<br>Cowhorn Bars, Ball Bearings, fine order                                                                                                         | 60.00   |
| 97  | 52-inch Rudge Light Roadster, Enamel<br>Finish, Ball Bearings, Cowhorn Bars,<br>pink of condition.....                                                                                    | 75.00   |
| 98  | 52-inch Expert Columbia, Full Nickel,<br>Ball Pedals, Victor Saddle, Cowhorn<br>Bars and Wheel, in splendid order; a<br>Cheap Wheel who gets it.....                                      | 80.00   |
| 99  | 52-inch New Mail, Enamel Finish, Nickel<br>trimmings, Ball Pedals, Tangent Spokes,<br>Hollow Cowhorn Bars, Ball Head and<br>Wheel in good order.....                                      | 80.00   |
| 100 | 52-inch New Mail, Enamel Finish, Nickel<br>trimmings, Ball Pedals, Tangent Spokes,<br>Hollow Cowhorn Bars, Ball Head and<br>Wheel has only been ridden 15 miles,<br>and a bargain at..... | 100.00  |
| 101 | 54-inch Expert Columbia, Enamel Finish,<br>Cowhorn Bars, Ball Bearings, Kirk<br>Saddle, all equal to new.....                                                                             | 100.00  |
| 102 | 54-inch Standard Columbia, Half Nickel,<br>Straight Bars, Ties in very fair order...                                                                                                      | 30.00   |
| 103 | 54-inch Standard Columbia, same as above                                                                                                                                                  | 30.00   |
| 104 | 54-inch American Rudge, Enamel Finish,<br>Wheel in prime riding order, Cowhorn<br>Bars, Ball Bearings.....                                                                                | 60.00   |
| 105 | 54-inch Standard Columbia, Enamel Fin-<br>ish, a very strong and durable machine<br>for beginners.....                                                                                    | 30.00   |

TERMS CASH.

Machines sent C. O. D. on approval on receipt of  
freight charges both ways and cost of crating.

MACHINES TO RENT by the DAY, WEEK or  
MONTH.

Repairing a Specialty, all work done on the premises.  
Sole Agent for

**New Mail, Columbia and Club Bicycles, Tri-  
cycles and Safeties.**

All Branches of the Bicycle Business, Riding Acad-  
emy with competent instructor, perfect riding guaran-  
teed. All Sundries and Parts for Sale. It will pay  
you to send or call before buying elsewhere.



1889.

ILLUSTRATED CATALOGUE

OF THE

“CLUB”

BICYCLES AND TRICYCLES

MANUFACTURED BY THE

COVENTRY MACHINISTS' CO.,

LIMITED.

COVENTRY, ENGLAND.

U. S. BRANCH,

239 COLUMBUS AVE., BOSTON, MASS.

GEO. W. STEVENS, MANAGER.

THE COVENTRY MACHINISTS' CO., LTD.

## GENERAL INFORMATION.

TERMS, net cash with order.  
FREIGHT AND EXPRESS CHARGES always to be paid by the purchaser.

WE DO NOT guarantee the safe delivery of goods.

OUR RESPONSIBILITY ceases when goods are delivered at Post-Office, Express Offices, or Freight Depots.

MACHINES OR PARTS AND SUNDRIES returned must have the freight or express charges prepaid, with owner's name and address marked distinctly on a tag.

OUR PRICES are fixed, and no discounts are allowed except to regular agents. Parties ordering machines incomplete will only be allowed half price for parts not taken.

C. O. D. ORDERS must be accompanied by enough money to pay express charges both ways. In case the goods are not accepted from any fault on our part, the money will be returned.

WE DO NOT TAKE second-hand machines in exchange, neither do we sell on the installment plan. Occasionally, we have a few shop-worn or second-hand machines, for which we would be always glad to quote prices if desired.

WE WARRANT all of our Bicycles and Tricycles to be free from imperfections in material or manufacture, and agree to make good, at any time within a year, any defects in them not caused by use, misuse or neglect. If such are found, all defective parts must be sent to us for examination before any claim is allowed.

WE CARRY a full line of parts of the “Club” Cycles, and are at all times able to procure any part not in stock, at short notice.

OUR REPAIR SHOP is fully equipped, and is under the supervision of a first-class mechanic from our London Depot, who has a ten years' experience of the Club machines. We undertake the repair of any make of machine, and guarantee to do same in a first-class manner and at a reasonable price.



We venture to hope that *before purchasing this season* all cyclists will favor us by *examining* our 1889 cycles, before deciding on the machines they will buy.

We also submit

### A Tandem Safety

Bicycle, which can be ridden by a lady and gentleman. A tandem safety goes easily in any door, and having but one track, it can be ridden with comfort on the worst roads.

### The "Club" Patent Hollow Felloe,

as used in the construction of the "*King of Clubs*" Bicycle, the *Marlboro' Light Roadster*, and all our racing machines, is made by rolling seamless steel tubing into a crescent form, thus avoiding the inherent weakness of other forms of hollow felloe made in two parts, or folded over. We have used this felloe now for eight years with perfectly satisfactory results.

### Our New Direct Tangent Spokes,

used in the "King of Clubs" Bicycle, are headed in the rim and screwed at a true tangent into the hub, without bend or twist of any kind, doing away with the liability to break, which is a great fault with tangent spokes laced through, or simply headed in the hub and screwed in the rim. Competent judges who saw the few samples we had last year, pronounced it the finest tangent wheel made.

### The Patent Adjustable "Club" Ball Bearings,

used in all our machines, are made entirely by us, with new and improved machinery constructed for the purpose. Five years ago we laid down an extensive plant for the sole purpose of making the balls for these bearings. They are made from the finest quality of steel, and will run for years without an appreciable amount of wear, unlike the cheap rolled balls in common use.

### The Finest Cold Drawn Steel Tubing

is used in all our machines, and we guarantee every part to be constructed of the very best material procurable. The nickel plating and enamelling is done by specially designed and improved processes, and the care and skill bestowed upon our machines has reaped its reward in making the workmanship and finish of the "*Club*" Cycles synonymous with the highest excellence attainable.

The above are a few of the points embodied in the machines described in the following pages. We have purposely refrained from filling the specifications of the machines with unnecessary details, but should our friends desire information on any point not sufficiently explicit, the same shall be cheerfully given them.

Boston, Mass., March 1, 1889.

## INTRODUCTION.

The Coventry Machinists' Co., Limited, in presenting their catalogue for 1889, embrace the opportunity of returning their sincere thanks for the continued and constantly increasing patronage bestowed on them by the cycling public. This increased patronage has necessitated a further very large

### Extension of Works

at Cheylesmore. The new premises were opened by the Directors in November last, when 600 of the *employees* of the Company sat down to supper in one of the new large rooms.

The factory now provides room for ONE THOUSAND workmen, so that prompt deliveries during 1889 may be relied on.

Nothing is more irritating to a purchaser than to be unable to obtain that for which he is prepared to pay. And here it may be well to suggest that, to ensure prompt delivery, it is advisable to order

### Standard Pattern Machines,

as even a trifling deviation often causes delay.

### What are the New Patterns

for the year? is the first question a cyclist asks a manufacturer. During the winter, we have been busy in devising new patterns, and making what we consider to be *real improvements* in existing designs, although in some cases they may appear, at first sight, to be minor details.

The No. 1 "*Swift*" still retains its position as the finest safety in the market for all kinds of road work; and, specially for the fine roads there is the "*Swift*" Safety Light Roadster, a machine combining, as it does, all the strong points of the well-known "*Swift*," and scaling but 40 lbs.

### The Lady's Safety

is a light machine, of elegant, graceful outline, specially designed for a lady's use.

### The Lady's "Marlboro'"

is not merely a light roadster which may or may not be used by a lady, but a tricycle specially thought out on every point to suit those ladies who like to ride their own machines rather than occupy the front seat of a tandem.



THE COVENTRY MACHINISTS' CO., LTD.

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## OUR SPECIALTIES AND PATENTED IMPROVEMENTS.

In order to show at a glance the principal features that go to make up a high-class Bicycle or Tricycle, we beg to enumerate some of our most important Patents and Specialties:—

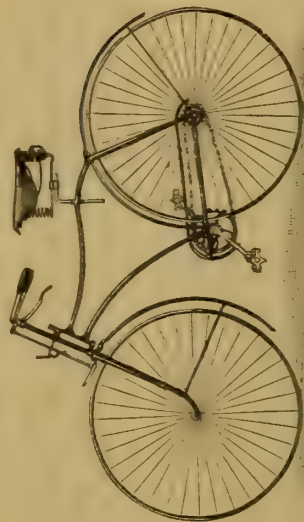
1. THE DOUBLE OR HOLLOW FELLOE (Bicycle and Tricycle).
2. THE RUBBER SUSPENSION SPRING (Bicycle).
3. SPECIALLY-CONSTRUCTED DUST PROOF AND ADJUSTABLE BALL BEARINGS (Bicycle and Tricycle).
4. LOCK-NUTTED SPOKES ("Special Club" Bicycle).
5. DETACHABLE CRANKS (Bicycle).
6. THE "CHEYLESMORE" AUTOMATIC CLUTCH GEAR (Tricycle).
7. BALL PEDALS (Bicycle and Tricycle).
8. NEW PATENT SPIRAL SPRING (Tricycles).
9. AUTOMATIC STEERING FOR "MARLBORO' CLUB," etc., etc.
10. NEW PATENT SPRING FORK FOR REMOVING VIBRATION FROM STEERING WHEELS OF FRONT-STEERING TRICYCLES AND SAFETY BICYCLES.
11. FOLDING HANDLE-BAR FOR TANDEM AND LADIES' TRICYCLES.
12. NEW PATENT BALL-BEARING HEAD.

As we find that efforts have been made to prejudice intending purchasers against our wheels by the statement that it is impossible to procure parts of them, we wish here to state that all our machines are made on the interchangeable principle, and that we keep on hand a full stock of parts of same. Any one buying one of our wheels may feel sure of getting any part required without delay.

THE COVENTRY MACHINISTS' CO., LTD.

6

## The "Swift" Safety.



**SPECIFICATION**—Two 30-inch wheels geared to 57. Patent adjustable ball bearings to all parts. Endless moulded rubber tires  $\frac{3}{8}$  and  $\frac{1}{2}$ . Saddle and handles adjustable for height. Patent method of adjusting the chain. Diamond frame of best quality cold-drawn seamless steel tubing. Hollow handle-bar of one piece of steel tubing. First quality horn handles. Spoon brake. Spring lamp bracket. Finished in enamel and nickel. Club valise, wrench and oiler.

**PRICE** - - - - - **\$135**

The anticipations expressed at the beginning of last season that the rear-driving safety had come to stay were verified by the remarkable demand for this type of machine, a demand which had its justification in the many advantages it possessed over the "ordinary" bicycle. These advantages may be briefly summarized. It is the only form of bicycle which is perfectly safe, and from which it is impossible to take a header; it has very great brake power, which may be used with thorough safety; it is easily mounted and dismounted; has great hill-climbing qualities; can be ridden where an ordinary or tricycle cannot; and lastly, is adjustable to riders of varying height.

Among all the various makes of rear-driving safeties we think that we may justly claim that the "Swift" is far and away at the head of all competitors. Embodiment as it does the diamond shape frame, which puts the greatest strength just where it is required, with the very best materials that it is possible to procure, and the skill and experience gained during twenty-one years of successful bicycle manufacturing, we had every expectation of the "Swift" proving a success, and the result of last season's experience with it has not only realized those expectations, but greatly exceeded them. The remarkable successes achieved by the "Swift," both on the road and path, by amateurs and professionals, are a standing testimony to the excellence of the general design and workmanship. The testimonials to be found on other pages are only a few of the many unsolicited ones we have received.



for a lady's bicycle. It is built on the same general and tried principles as the Swift, and is finished in the highest style. We draw attention to the thorough manner in which the wheel and chain is protected, making it an impossibility for the dress to be caught. Another feature in this machine is the distance allowed between the two wheels, greatly adding to the ease of mounting and dismounting.

## The "Swift" Safety Tandem.

FOR EITHER LADY AND GENTLEMAN OR TWO GENTLEMEN.



**SPECIFICATION.**—30-in. driving and 26-in. steering wheels, geared to 57-in.; ball bearings to both wheels and cranks;  $\frac{3}{4}$ -in. and  $\frac{1}{2}$ -in. tires; adjustable seats and handles; double steering; two brakes; patent method of adjusting the chain; spokes enamelled and bright parts plated; remainder enamelled plain black; rubber or rat-trap ball pedals; plated spanner and oil-can, and club valise.

This is another novelty. The *Bicycling News* says of it in the report of the Stanley Show:—

"The machine altogether is built on very graceful lines, one tube running from the back-handle bar to the front head. The linking of the handle-bar is very nicely arranged, the handles themselves being far from the rod, and so placed that no pinching of the rider's fingers can occur. The small wheel, we may mention, reduces the length of the machine considerably, which, of course, is a great advantage. Two brakes are fitted to this machine."

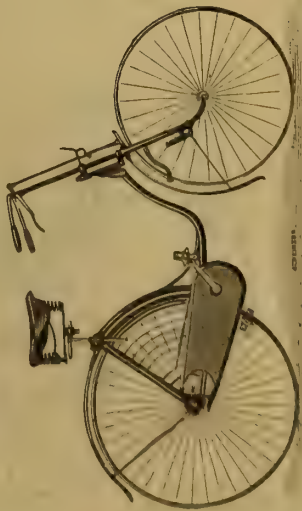
**PRICE** - - - - - \$200

The "Swift" for 1889 will be on the same lines as the successful machine of last year, the only changes being in minor details. Among the many points of this machine we would particularly draw attention to the improved method of attaching the mud-guard and chain protector, by means of which a perfect adjustment is provided, doing away with the rattle which characterizes machines in which the guards are attached in the usual way. Another great point is the simplicity and ease with which the chain can be adjusted. The adjustment is true, and, with proper use, cannot get out of order. The whole of the frame-work, including the steering fork, is of seamless steel tubing of the best quality, the spokes are of the well-known Club pattern, the bearings are all adjustable, and we confidently present the "Swift" for 1889 as the finest safety ever offered to the cycling public.

We make the "Swift" in two styles, one the full roadster weighing 48 lbs.; the other, the light roadster, weighing 40 lbs., the weight being the only difference between them. It was on a machine of the latter class that Mr. R. H. Davis of Harvard University achieved his many successes, including the amateur record for one mile in America. The same style of machine was also ridden by Mr. Benson in the 25-mile championship race of the Eastern Road Club, when he established a 25-mile road record for this class of machine.

A Light Roadster "Swift," weighing, all on, 39 lbs., has been ridden for six months constantly over all sorts of roads without so much as a broken spoke.

## The Lady's "Swift" Safety.



**SPECIFICATION.**—24-in. and 28-in. wheels, geared to 53-in.; ball bearings to both wheels and cranks;  $\frac{3}{4}$ -in. rubber tires; adjustable seat and handles; patent method of adjusting the chain; spokes enamelled and bright parts plated, remainder enamelled plain black; rubber ball pedals; plated spanner and oil-can. Dress-guards completely cover the chain and chain wheels, effectually preventing the dress coming into contact with either, and the mud-guards are fitted by an improved method.

**PRICE** - - - - - \$135

Including ball pedals.

This is a novelty this season which we introduce to supply the demand



THE COVENTRY MACHINISTS' CO., LTD.

9

# “Junior’s Club” Tricycle.

(AUTOMATIC STEERER.)



Ball Bearings to Main Axle and Pedal Shaft.

PRICE - - - 30-in., \$60; 36-in., \$75

A well-balanced, light and graceful machine, with automatic steering and all latest improvements. This machine is not a toy, but a sound, practical road machine, finished in the best style, and adjustable in all its parts.

10

THE COVENTRY MACHINISTS' CO., LTD.

# The “King of Clubs.”

(RATIONAL ORDINARY.)



SPECIFICATION. — Hollow front and split back forks; round backbone; Stanley head; long centres and deep neck; 24-in. back wheel; adjustable single ball bearings to both wheels; 3-in. and 4-in. tires; 3-in. hollow felloe to front wheel; patent direct screwed tangent spokes; front wheel grip lever brake; detachable cranks; 26-in. patent detachable hollow handle-bar; handles, head, spring, hubs and cranks nickel-plated; enamelled plain black; improved spring and saddle combined; rubber or rat-trap ball pedals; plated spanner and oil-can; tool-bag.

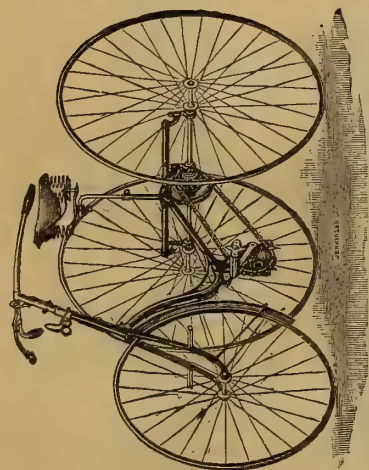
PRICE, 50 inches - - - - \$130

Ball Pedals Included.

With or without Ball Head.



## The "Marlboro' Club."



**SPECIFICATION.**—A central-gear front-steerer; the steering rod is adjustable and carried direct to the front wheel; hand brake; fitted with our patent adjustable ball bearings to all parts; nickel-plated bright parts; enamelled plain black;  $\frac{3}{4}$ -in rubbers. Made with two extended bearings, or four, at option of purchaser.

**STANDARD SIZE.**—36-in. driving-wheels; 28-in. front wheel; gearing, 50 to 52 inches.

**PRICE** - - - - - \$180

Upon its introduction in 1885, the Marlboro' Club Tricycle came at once to the front, and other manufacturers tacitly admitted its superiority by adopting it as their model. We have spared no effort to improve upon the details of this machine, and to-day it stands without a rival.

New and improved shaped handle-bars and a neat chain guard, render this the ladies' tricycle, *par excellence*. The introduction of the large steering-wheel reduces vibration to a minimum, and makes the machine light, fast, and a splendid hill climber. The Marlboro' Club is finished in the best style, has cradle spring and new pattern adjustable saddle, new patent spring lamp bracket, and weighs, all on, 70 lbs.

The "King of Clubs" represents the embodiment of much anxious care and thought, and we confidently place it before our customers as the greatest improvement on the ordinary which has been made for some years.

The front wheel has our patent seamless hollow felloe, into which the spokes are headed, then screwed directly (without bend or twist of any kind), at a true tangent, into a light, strong, and particularly neat hub.

The forks, backbone, and handle-bars are all of the finest steel tubing, and both front and rear wheel bearings are our own patent adjustable ones. The cranks and handle-bar are easily detachable by means of our own patented devices, the simplest yet invented, and can be used on no other wheel.

The rear fork is of the semi-tubular type, gracefully curved to admit the large rear wheel, and retain at the same time the close-built lines of the older type.

The head is made either of the ordinary Stanley type, or with a ball bearing head, at option of purchaser.

The handle-bar is made in two sections of hollow tubing, each part being easily detached, and is fitted with neat T-handles.

The step is detachable and adjustable, and can be fixed at any angle.

"The Coventry Machinists' Company's 'King of Clubs' bicycle has been, by but a very slight alteration, made into a rational type; the machine has a curved hind fork and plenty of clearance, all the excellent qualities of the original machine being, of course, retained in combination with the new lines of construction. This does away altogether with the general drawback attending novelties; viz., that they are untried; and the rational 'King of Clubs' is simply an old and tried friend in a new dress, and, needless to say, it is turned out with the usual C. M. Co.'s finish and completeness."—*Bicycling News*, Feb. 2, 1889.

"Last week you asked the opinions of some cyclists who had tried the rational ordinary. As I am, so far as I know, the only rational rider in Scotland, my experience of the new type may not be out of place.

"In the beginning of the season I saw that to keep up with the times I must change my mount, and being loth to descend to the undignified safety, I resolved to give the rational ordinary, built by the Coventry Machinists' Co., a fair trial. In due course the machine arrived. My expectations were fully realized—I was in possession of the fastest road mount in Scotland.

"Among some of the advantages I found the rational to have over the old type were the following:—(1.) Absolute freedom from vibration. (2.) Increased speed. (3.) The perfection of comfort.

"(1.) *Freedom from vibration.*—This being the principal defect to overcome, I tried it first. There is absolutely no vibration in the rational type, which I proved by fixing a glass of water between the handle-bars and the brake handle, and riding the machine over a rough road; no water was spilled, and the vibration was scarcely perceptible.

"(2.) *Increased Speed.*—My 'King of Clubs' finished first in the great Scotch road race, the Pearce cup competition, beating all suitcases by 300 yards, and all makes of ordinaries by over a mile, the distance being 25 miles over a rough road. My 100 miles road time is almost an hour better on this than on my old ordinary, and I can, on tour, do 15 miles more *per diem* than on any other mount with the same exertion.

"(3.) *Comfort.*—I can only say that in the saddle of my 'King of Clubs' I am as comfortable as if I were sitting in my easiest study chair. Riders of the old machine who have tried my mount are unanimous in their praises, and already six who have tried it contemplate mounting 'King of Clubs' next season. I myself will never ride another roadster, and that, I am sure, will be the opinion of all who try the 'King of Clubs' with its 24-in. back wheel.—R. VICTOR BEVERIDGE, Ayr E. C."—*The Cyclist*, Oct. 10, 1888.



THE COVENTRY MACHINISTS' CO., LTD.

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# The "Marlboro' Club," No. 2.



SPECIFICATION. — 36-in. driving-wheels; 28-in. front wheel; ball bearings to driving-wheels and crank axle; patent double driving gear; crescent steel felloes; direct spokes; 3-in. red rubber tires; adjustable handle; hand brake; automatic steering; handles and hubs nickel-plated; spokes and remainder enamelled black; rat-trap or rubber pedals; spanners and oil-can.

PRICE - - - - - \$100

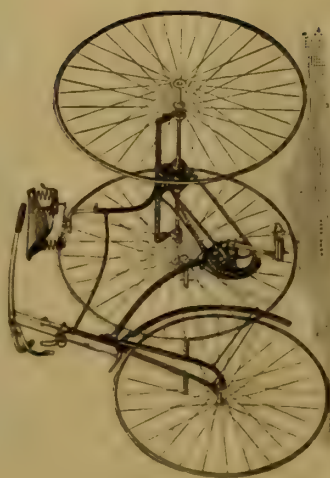
A strong, reliable machine on the lines of the No. 1, fitted with chain guard, cradle spring, and all latest improvements. Admirably fitted for heavy weights.

THE COVENTRY MACHINISTS' CO., LTD.

13

# The "Marlboro' Club."

(LIGHT ROADSTER.)



SPECIFICATION. — A central-geared front-steerer; adjustable handle; hand brake; fitted with ball bearings to all parts; four bearings on axle; nickel-plated bright parts; hollow rims; enamelled plain black; 8-in. rubbers; plated spanners and oil-can; tool-bag.

34-in. driving wheels; 28-in. front wheel; geared to 54-in.

Weight, 55 lbs.

PRICE - - - - - \$180

This Tricycle has been constructed to meet the requirements of a numerous and increasing class of riders who want a light, fast and strong machine, combining the speed of the bicycle with the safety of the tricycle. For good riders, on ordinary roads, this machine is unapproachable, and has proved a distinct and unqualified success since its introduction last season.

The following extract from *The Cyclist*, gives the opinion of a practical rider, after a careful trial of the machine: —

"By the constant use for the past two months of a light 'Marlboro' Club' tricycle, we have become converted to single tricycle riding — a mode of locomotion for which we felt a certain contempt during a long period. When mounted upon this beautifully-finished little three-wheeler, we have found no difficulty in keeping pace with the average safety rider, and even occasionally sprinting him. For night-riding we prefer it to a one-track machine, and its hill-climbing capabilities are undeniable. Riders about to furnish themselves with a three-wheeler, should not fail to drop into the Coventry Machinists' depot, when going the rounds, before finally selecting."

The editor of *The Bicycling World* says: "We can say, without reservation, we found it the easiest-running tricycle we ever rode."



# WORLD'S TANDEM RECORD

(250 MILES IN 24 HOURS),

RIDDEN BY A LADY AND GENTLEMAN.

## The "Marlboro' Club" Tandem. (CONVERTIBLE.)

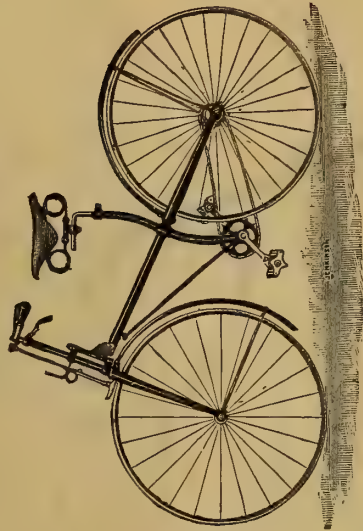


**SPECIFICATION.**—Patent double driving gear; adjustable handles; ball bearings to all parts; extended bearings and patent double hand brake, applied by either or both riders, with lever for each rider; enamelled plain back; 3/4-in. rubber tires; patent spiral springs; handles, hubs and crank nickel-plated; plated spanner and oil-can; easily converted into a single "Marlboro'." Made with two extended bearings, or four bearings on axle. Double steering.

Standard size of driving wheels, 36-in.; front wheel, 28-in.

PRICE - - - - - \$250

## The Junior's "Swift" Safety.



**SPECIFICATION.**—24-in. wheels; improved dust-proof parallel bearing; tubular steel frame; semi-hollow forks; Arab spring; plated handle-bars, brake, lever and hubs; enamelled plain black or painted two colors.

No deviation from standard pattern can be made.

PRICE - - - - - \$60

Built on the same lines as the No. 2 "Swift," and with the same high finish and strength of construction as the "Boy's Own" Bicycle.

This machine is also fitted with ball bearings. Price . . \$75.00



THE COVENTRY MACHINISTS' CO., LTD.

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## Patent Spring Fork.

It was with every confidence that we introduced our Patent Spring Fork to our friends last season, and it has more than realized our anticipations. A glance at the construction of the spring, as shown in the accompanying drawing, will show that the side play of the wheel, hitherto such an inseparable objection to spring forks of any kind, is here entirely prevented. It thoroughly absorbs the vibration of the wheel, and at the same time fully preserves the rigidity of the machine.



This Spring Fork can be fitted on the "Marlboro'" and

"Swift" Machines at an extra cost of \$5.00.

THE COVENTRY MACHINISTS' CO., LTD.

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## The "Boy's Own."



**SPECIFICATION.**—Adjustable ball bearings to front wheel; cones to back wheel; direct spokes; crescent felloes; 3-in. and 8-in. rubber tires; cone pedals; bent handle-bars; round steel backbone; head, handle-bar, brake, spring and hubs plated; spokes black; remainder enamelled.

No deviation from standard patterns can be made.

**PRICE** - - 36 to 38 in., \$45; 40 to 44 in., \$50

This is the strongest and most soundly built boy's wheel on the market, and taking into account the ball bearings and general finish, is really lower in price than any of the so-called cheap wheels.



was found absolutely necessary to cope with the ever-increasing demand for the company's manufactures, with which last year they were unable to keep pace owing to want of space, and notwithstanding that the factory and tools of the Caroché Company were hired for four months of the business part of the year. The old factory accommodated seven hundred men, but the two new floors will provide space for another three hundred, so that, with the employment of a thousand hands, the management hope to satisfy all demands in the coming season.

A word or two upon the origin of this famous company may not be without interest to our readers. The concern was floated in 1863, for the benevolent purpose of providing employment for the operatives of Coventry, thrown out of work by the failure of the ribbon trade, once the city's boast. In the first instance, sewing machines were the staple product, but the company being the first to build bicycles in England, and having the foresight to see the probable growth of the trade, the manufacture of cycles was taken up in earnest, that of sewing machines being gradually abandoned. At the date above mentioned, the capital of the company was £5,000; now it stands at the respectable figure of £100,000.

—*The Cyclist*, Nov. 14, 1888.

There is no doubt that the Coventry Machinists' Co.'s manufactures enjoy a grand and well-deserved reputation throughout the world, the excellence of their construction and finish even bearing good fruit in a semi-civilized State like the Empire of Morocco. We understand that his Imperial Highness of that country is so delighted with the hansom-cab coolie-driven multi-cycle made for him last year by the company, and which every visitor to the Stanley Show must remember, that he has ordered another, and that several other African potentates and highnesses, jealous of the latest acquisition of their imperial brother at Tangier, are about placing orders for similar vehicles. We believe the Sultan of Turkey himself contemplates giving the *dolce far niente* of cycling a trial.

—*The Cyclist*, Jan. 2, 1889.

A LADY TRICYCLIST.—Mrs. Harold Emmons comes from San Francisco in six hours.—The first lady to make the fifty-mile trip from San Francisco to this city on a tricycle, arrived last evening in company with her husband, who rode a bicycle. It was Mr. and Mrs. Harold Emmons, the former a San Francisco attorney. Leaving the metropolis at 7:30 o'clock yesterday morning, they came by the eastern side of the bay, stopping at Centreville for a rest and at Millitas for supper. Altogether the stops aggregated six hours, and, as they arrived in San Jose about 8 o'clock, they were travelling six hours. Mrs. Emmons is a member of the American Wheelmen, and had done considerable tricycle riding along the coast. The trip was made to demonstrate her ability as a cyclist.

Mr. Emmons rode a Swift, and his wife a Marlboro' tricycle.

The Coventry Machinists' Company scored a double record at Hartford last week. Mr. R. H. Davis rode a Swift safely when he made the American record time of 2:46; and also Mr. R. H. Davis and W. E. Crist took the tandem safety record on the Swift tandem in the American record times of quarter, 41:34; half, 1:22 2-4; three-quarters, 2:05 1-4; mile, 2:44 1-2. Well done Coventry Machinists' Company. At Buffalo, too, the Swift safeties and Marlboro' trikes swept the board.—*Bicycling World*.

## PRESS OPINIONS AND TESTIMONIALS.

Last week, by the kindness of Mr. W. Grinyer, the business manager of the Coventry Machinists' Co., Ltd., we were afforded an opportunity of inspecting the large and well-appointed works of the above old-established firm. To the many thousands of riders of the Coventry Machinists' Co.'s machines, the manufacture of their steel steeds, if witnessed from the first process of tube-drawing to the last of packing the completed machines in crates for despatch to the nethermost corners of the earth, would come as a surprise, and we may say a pleasure, as indeed it was to us, whose delight is in things mechanical. It is hardly possible for the unmechanical mind to realize the numerous careful, delicate, and anxious operations to which the raw material is in sequence subjected ere it proudly emerges the perfect cycle of the period, resplendent in nickel and enamel, gold lining, and varnish.

When, as is the case with the C. M. Co., Ltd., every part of the machine, be it bicycle or tricycle, tandem or carrier, is manufactured upon the premises, a tour of inspection under such able guidance as that we enjoyed becomes doubly interesting. It would be out of place in "Notes of the Week," to attempt a description of the huge shops in which lathes and planing machines, milling and drilling machines, stand so thickly that one wonders how the work-people, having once got among them, ever emerge in any other form than mince-meat; but there are one or two processes which struck us as being particularly remarkable among so much that was interesting.

Some time since the company found difficulty in obtaining an adequate and satisfactory supply of balls for the bearings of cycles and pedals, and on the principle that he is helped who helps himself, they at once proceeded to lay down a plant for the manufacture of these very necessary little articles. Now, every ball running in a Coventry Machinists' Co.'s bearing is made (curious to say, by girls,) from the solid steel rod. The whole process is mechanical and absolutely correct, so that no skill, save a little deftness, is required of the girls thus employed. The balls are closely scrutinized for flaws, and tested by gauges for size to a thousandth of an inch. Since the company have manufactured their own balls they have had no complaint as to failure of their bearings.

A machine which particularly invited our attention was one used by the wheelmakers, and by which spokes are headed as fast as the operator can feed them into the machine. Another proof of the care exercised by the management in matters of detail, was the existence of a special machine for the production of the cones with milled flanges, used in the adjustment of ball bearings, from the solid steel rod. These cones are headed, turned, milled, etc., at one operation, and are found infinitely superior to stampings, which cannot always be relied upon.

Our chief interest in this, our first visit to the Chelyesmore Works, was to take a look at the latest addition to the factory, which consists of two floors, two hundred feet long by thirty-five feet in depth. This addition



EASTERN ROAD CLUB TIE, Nov. 8, 1888.—E. P. Benson established a safety record for twenty-five miles in the time of 1h. 35m. 25s.—*Bicycling World*, Nov. 16, 1888.

The machine ridden was a Swift roadster.

THE COVENTRY MACHINISTS' COMPANY AND THE GROWTH OF THE TRADE.—(Special).—Since the day on which the C. T. C., with Cotterell—in a gorgeous uniform of green, with real gold lace—in the chair, entertained at Coventry the first American team of cycling tourists who visited these shores, no London pressman has, until last Monday, been specially invited down to the city of three spires to take part in a cycling festivity. On Monday afternoon last, however, *Wheeling*, in response to a cordial invitation, set out from Euston to be present, in a representative capacity, at the opening of additional premises at their Cheylesmore works, which the growth of their trade has compelled the Coventry Machinists' Company to make, to meet the demands of their business for 1889. Unfortunately, as we go to press on Monday evening, we are unable to give this week a full account of the event; but, as our "forms" are being "made up," we have no doubt that our colleague is having a good time among the employes and friends of this great company, which was one of the earliest pioneers of the cycle trade in England, and certainly in Coventry.

DEVANY, HOPKINS & Co. (Display of Bicycles, Tricycles and Tandems).—The display made by this firm was of the well-known manufacture of the Coventry Machine Company (Limited), of Coventry, England, which has for twenty years been successfully engaged in the manufacture of bicycles and their congeners, the tricycles, tandems, etc. A very complete line of these machines was shown, of superior make, finish and enduring qualities—all possessing the latest improvements for securing speed and safety in their use. The best materials are used in the construction of these machines, and the nickel-plating and enamelling has evidently been done with great care and skill.—*Report of Twenty-third Industrial Exhibition, San Francisco, 1888.*

GREAT TRADE EXTENSION.—On Monday last the Coventry Machinists' Company (Limited) formally opened the very extensive additions they have just made to their already large premises. The whole of the front portion of the buildings in Cheylesmore, Coventry, have been added to the extent of two entire floors, each comprising two long spacious rooms, with a central smaller one, the floor space of each floor measuring something like 200x35 feet, or a total addition to the premises of about 14,000 square feet, and increasing the capacity for employment of hands from about 600 to 1,000. The new premises will be used chiefly as offices, stock-rooms for finished stock, and show-rooms, thus freeing the rest of the premises for the purposes of manufacture proper.—*The Cyclist*, Nov. 14, 1888.

P. J. BERLO and J. P. CLARKE, on a Marlboro' Club tandem, rode round the reservoir this week in 3:11 3-4. This is the fastest time ever accomplished round that circle.—*The Bicycling World*.

Edw. J. Douhet, M.D., Dentist,  
106 Euclid Ave., Rooms 55, 56, 57,  
Cleveland, O., Oct. 20, 1888.

Coventry Machinists' Company, 239 Columbus Ave., Boston:

Dear Sirs,—In reply to yours of Oct. 16, inquiring as to the safe arrival and appreciation of the Swift No. 1 you sent me Sept. 20, will say am sorry to have delayed so long, but waited until I could give the machine a fair trial, as I have done in the last month. When the machine came here it was criticised, and attempt made to run it down on account of its lightness, all being afraid it would not stand our rough and bad roads, as we have some of the worst roads in Ohio. All I said was, "Wait and see." We waited, and I am now ready to report. I find that, as its name implies, it is Swift-er than any other machine of its kind, runs easier, nicer build, lighter, and as strong as any other machine made. It stands as hard usage as any, as I have not spared it anything; it goes wherever any other kind of machine can go, and is not stumped at anything. I am acknowledged to be as hard on a machine, and harder, than most riders here. The machine now, after one month's hard work, not only by myself, but by my friends who have borrowed it daily, is as good as when I took it out of the crate. I have not touched a tool of any kind to tighten it yet. It is the favorite machine of the kind in this city. One friend is about to sell an 1888 pattern Special Star, and another one an 1888 Rudge bicycle, to get the Swift No. 1; you will see their orders in a few days. I am in love with the little machine. I hope my report may be satisfactory to you, and expect an early answer.

I am yours respectfully,  
E. J. DOUHET.

San Francisco, Nov. 5, 1888.  
The Coventry Machinists' Company (Limited), Boston, Mass.:

Gentlemen,—As the year is drawing to a close, perhaps you would be interested in knowing how the Swift has fared in this section as compared with other safeties. To be brief, there are more "Swifts" in use here than any other make of safety. We have not taken a single "ordinary," or any other kind of machine in exchange, as part payment for a Swift during the season. Not a single Swift, after leaving our hands, has, to our knowledge, been exchanged for other make of safety, or sold to a third party. There is not a second-hand Swift for sale or exchange. And finally, from present indication, there will be more "Swifts" sold here during the coming season than any two other makes of safeties.

Yours very truly,  
(Signed) DEVANY, HOPKINS & Co.

96 1-2 Summer St., Boston, Mass., Sept. 25, 1888.  
The Coventry Machinists' Company (Limited):

Gents,—I think the Marlboro' tandems are the finest machines made, for after two (2) years' hard use I find mine as good as new.

Yours,  
W. H. RUSSELL.

Newark, Nov. 1, 1888.

Coventry Machinists' Co., Boston, Mass.:

Dear Sirs,—You ask for my opinion of the Swift Safety. I believe there is no better material or workmanship put in any Safety now on the American market than in the Swift. Every one that we have sold so far this year has given excellent satisfaction. Yours truly,  
HOWARD A. SMITH & Co.



Napa, Cal., Jan. 14, 1889.

Messrs. Devany, Hopkins & Co.:

Dear Sirs, — Having put the No. 1 Swift Safety Bicycle, purchased of you last September, to a severe test on our country roads and rocky hills, I take great pleasure in recommending it as a staunch, reliable and easy-running machine. As I carefully examined other makes of safeties before purchasing the Swift, the simplicity of the latter at once commended itself as being especially adapted for hard, rough riding on country roads. I think it is the best machine made. Yours truly, W. S. HOOVER.

San Jose, Cal., Jan. 15, 1889.

Messrs. Devany, Hopkins & Co.:

Dear Sirs, — The Swift Safety No. 1, purchased from you, has given me eminent satisfaction. I must candidly acknowledge that for ease of steering, rigidity of frame and ease of propulsion, not to speak of high speed, the "Swift" is, in my estimation, the "King of Safeties," and for simplicity and durability unexcelled. Yours very truly,

D. L. THORNTON,  
Captain Garden City Wheelmen.

San Francisco, Jan. 17, 1889.

Messrs. Devany, Hopkins & Co.:

Gentlemen, — I have now used the "Swift No. 1" for six months on all kinds of roads, and I am thoroughly convinced that it is by far the easiest running, simplest, lightest, and most honestly made "Safety" I have ever seen, and can so recommend it to all intending purchasers.

C. H. ENGLISH.  
Respectfully yours,

"CLUB" CYCLES.—Frankfort, Sept. 2d, 20 prizes; Buffalo, U.S.A., Sept. 4th, 5th and 6th, 27 prizes; Hartford, U.S.A., all the prizes for safeties and tricycles. The above were won on "Club" Racers, "Swift" Safeties, and "Marlboro' Clubs."



26 Purchase St., New Bedford, Mass.

Coventry Machinists' Co., Ltd.:

Gents, — I received the "Swift" all safe. Am very much pleased with it. It far exceeds my expectations, both in beauty and ease of propulsion, all recognizing its superiority. Its popularity here is an assured fact.

Respectfully yours,  
W. J. MILLS.

Mechanics' and Traders' Insurance Co.,  
14 Carondelet St., New Orleans, La., Aug. 29, 1888. }

The Coventry Machinists' Co., Ltd., Boston, Mass.:

Dear Sirs, — Lately I have been out riding on the "Swift," and it has been seen and examined by nearly all the wheelmen in the city; they all had to try it (as a matter of course), and the result is that two of the boys wanted to trade their American Champions for a Swift Safety.

I must say, that without exception, every one that tried it pronounced it a perfect machine, easy running, light, and very rigid; the chain adjustment and hinges on mud-guards, diamond frame, and the lamp, all strike the fancy of every one. None found any fault with it, something that is very unusual here, for whenever a new wheel make its "debut," here it is at once pulled to pieces by criticism.

Yours truly,  
W. H. RENARD, JR.

San Francisco, Dec. 6, 1888.

Messrs. Devany, Hopkins & Co.:

Gentlemen, — I am perfectly delighted with my Club Tricycle, purchased of you. I have never been a great walker, and would consider a seven-mile walk quite an undertaking; but with my tricycle I think nothing of a fifteen or even a twenty-mile run. I have made a forty-mile ride in six hours, and repeated half the distance the next day.

I have always been devoted to horse-back riding, but much prefer my three-wheeled steed to the side saddle. Respectfully,

MRS. HAROLD EMMONS.

235 Kearny St., Rooms 3 and 4,  
San Francisco, Dec. 6, 1888. }

Devany, Hopkins & Co.:

Gentlemen, — I wish to express my complete satisfaction with the "No. 1" Swift Bicycle I got of you.

Before making a decision as to what particular make of machine I would buy, I expended over one-quarter the price of one, in the rental of various makes, and gave all of them a fair trial and close inspection. I think I can give half a dozen reasons why the "Swift" Safety is superior to any machine I have ever seen: the superiority of its "chain," it seems to me, there can be no doubt about. The same good point applies equally well to the Marlboro' Club Tricycle.

Although my machine is a very light one, and my weight 165 lbs., I have given it some very hard riding, and after six months' use have not paid one dime for repairs of any kind.

I am pleased to recommend the machine, both for its beauty and its mechanical construction. Very truly,  
HAROLD EMMONS.



## List of Races Won on the "Club" Wheels in America during 1888.

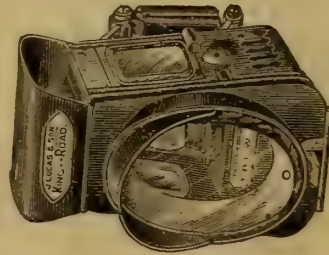
| BUFFALO — FIRST DAY.                                                            |                    |
|---------------------------------------------------------------------------------|--------------------|
| One mile Professional Tandem                                                    | 1st and 2d prizes. |
| Three-miles Amateur Tandem                                                      | 2d prize.          |
| Two-miles Professional Safety                                                   | 1st and 2d prizes. |
| One-mile Amateur Safety Tandem                                                  | 2d prize.          |
| SECOND DAY.                                                                     |                    |
| Three-miles Amateur Safety                                                      | 1st and 2d prizes. |
| Five-miles Professional Tandem                                                  | 1st and 3d prizes. |
| Five-miles Amateur Tri-cycle                                                    | 2d prize.          |
| Two-miles Amateur Tandem                                                        | 2d prize.          |
| One-mile Professional Safety                                                    | 1st prize.         |
| THIRD DAY.                                                                      |                    |
| Five-miles Professional Bicycle                                                 | 3d prize.          |
| Two-miles Professional Safety                                                   | 1st and 2d prizes. |
| One-mile Amateur Tandem                                                         | 1st and 3d prizes. |
| Half-mile Amateur Tandem                                                        | 2d prize.          |
| Five-miles Professional Safety                                                  | 1st prize.         |
| Three-miles Professional Tri-cycle                                              | 2d and 3d prizes.  |
| FOURTH DAY.                                                                     |                    |
| One-mile Amateur Tandem                                                         | 2d and 3d prizes.  |
| One-mile Professional Tandem                                                    | 1st and 2d prizes. |
| One-mile Professional Safety                                                    | 2d prize.          |
| HARTFORD — FIRST DAY.                                                           |                    |
| One-mile Amateur Tri-cycle                                                      | 1st and 2d prizes. |
| One-mile Amateur Safety                                                         | 1st and 2d prizes. |
| SECOND DAY.                                                                     |                    |
| One mile Amateur Tri-cycle                                                      | 1st and 2d prizes. |
| One-mile Amateur Safety                                                         | 1st and 2d prizes. |
| RECORDS AT HARTFORD.                                                            |                    |
| One-mile Amateur Safety Record for America, 2m., 46s.                           |                    |
| One-mile Amateur Tandem Bicycle Record for the world, 2m., 44s.                 |                    |
| BELLEVILLE.                                                                     |                    |
| One-mile Amateur Tri-cycle Championship of Canada — record for Canada.          |                    |
| LOCKPORT.                                                                       |                    |
| One-mile Bicycle                                                                | 1st prize.         |
| One-mile Amateur Tandem                                                         | 1st and 2d prizes. |
| One-mile Professional Tandem                                                    | 1st prize.         |
| HORNESVILLE.                                                                    |                    |
| One-mile Bicycle                                                                | 1st prize.         |
| One-mile Safety                                                                 | 1st and 2d prizes. |
| POUGHKEEPSIE.                                                                   |                    |
| One-mile Professional Bicycle                                                   | 1st prize.         |
| One-mile Professional Tandem                                                    | 1st prize.         |
| COTTAGE CITY (MASS.) L. A. W. MEETING.                                          |                    |
| One mile Tri-cycle                                                              | 1st prize.         |
| PROVIDENCE (R.I.) WHEELMEN'S MEETING — DECORATION DAY.                          |                    |
| One-mile Tri-cycle                                                              | 1st prize.         |
| R.I. WHEELMEN'S MEETING, NARRAGANSETT PARK.                                     |                    |
| Tri-cycle Race                                                                  | 1st and 2d prizes. |
| Safety Race                                                                     | 1st and 2d prizes. |
| Tandem Race                                                                     | 1st prize.         |
| EASTERN CLUB ROAD RACE.                                                         |                    |
| "Marlboro" Tandems, 1st and 2d; "Marlboro" Tri-cycles, 3d and 4th in same race. |                    |

## SUNDRY DEPARTMENT.

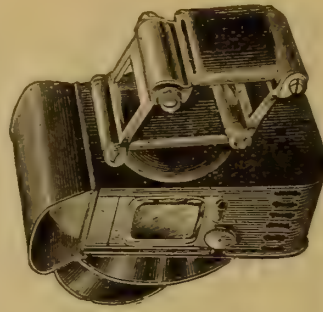
In all cases where customers have no ledger accounts with us, it is necessary that REMITTANCES SHOULD ACCOMPANY ORDERS. Postage charged extra.

### LAMPS.

#### THE "KING OF THE ROAD" HEAD LAMP, 1889.



FRONT VIEW.



BACK VIEW.

PRICE - - - - - \$6

#### "INVINCIBLE" HEAD LAMP.



For "SAFETIES"

(SALSBURY'S

and "TRICYCLES."

PATENT.)

This lamp is fitted with a new parallel link-motion, which reduces the vibration to a minimum. The joints are conical, and so constructed that they are self-adjustable, and, being fitted with leather washers, the action is noiseless. A new form of spring is introduced, which keeps the lamp at an even balance, and also allays sudden recoils. Fitted with new door-fastener, sliding reflector for lighting and cleaning, nickel mounts, patent-lever burner, and combined side and back lights, and is attached to the machine by an adjustable grip-socket, as described below. The above has been thoroughly tested, and is highly recommended.

PRICE - - - - - \$6



# THE PERFECTION BICYCLE ALARM.

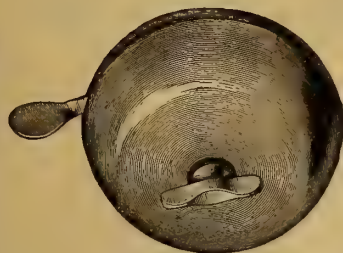
Will fit any machine made, is fastened to the brake upright, and is out of the way, and unaffected by headers. It will not rattle.

The spring to operate the alarm is contained within the bell, and is wound up by a button on the outside of the gong.

The alarm is given by a slight forward pressure on the projecting lever, which releases the spring movement.

A simple alarm stroke, a succession of strokes, or a continuous alarm, at pleasure of rider.

Price, Nickel . . . . . \$2.50



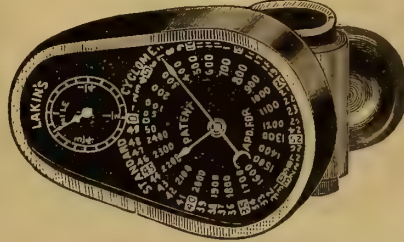
# THE STANDARD CYCLOMETER.

REGISTERS 2,500 MILES.

The action is positive and continuous; thus making it reliable in every respect. Can be read from the saddle. Can be used with or without Hub Lantern.

Wheelmen say it is the Standard all over the world, and the only instrument to be relied on for accuracy. Hundreds of them in use; and after being run TWENTY THOUSAND MILES, THEY ARE AS GOOD AS NEW.

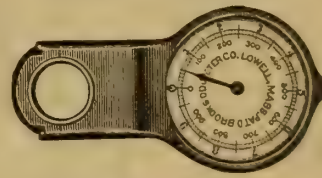
PRICE OF CYCLOMETERS for Wheel, with axles of 3/4 or under, and not less than two inches between shoulders, will be, with balance weight and lamp attachment, \$10.



# THE BROOKS IDEAL CYCLOMETER.

Small, Light, Neat, Compact, Accurate and Cheap.

This instrument is specially designed to meet the demand for a strictly first-class cyclometer at a moderate cost. In the simplicity of its construction, and in the directness and certainty of operation, it is unrivalled by any cyclometer made. Being entirely without weights or springs, and its few parts being always in gear, it is the least likely to get out of order. Its weight is 11 ounces, about one-half that of other direct acting cyclometers. The collar enclosing the hub of the bicycle has a rubber packing, rendering its attachment to hubs of different sizes very easy. (This is an important improvement, peculiar to this instrument.) The glass front is the best thick watch crystal. The dial, which is the size of an ordinary watch dial, records miles and tenths to 1,000 before repeating, reading up to 10 miles by means of the small stationary pointer, and 10 miles for every space moved over by the hand. Sent, highly polished and nickel-plated, to any address.



PRICE . . . . . \$5

# SADDLES.

LAMPLUGH & BROWN'S SHACKLE SADDLE AND SPRING.

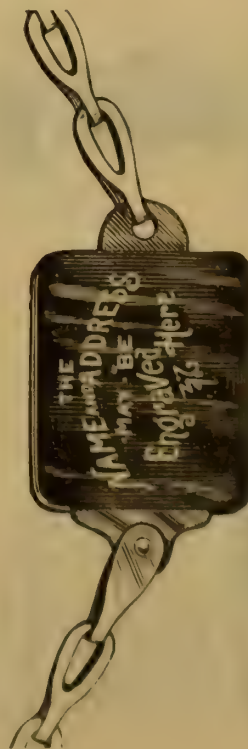


PRICE . . . . . \$6.50

BROOKS'S "INTERNATIONAL" SADDLE.



PRICE . . . . . \$6.50



The American Bicycle Check Lock.

Retail Price, 75 cts.



**BAGS —**

|                           |      |
|---------------------------|------|
| Common . . . . .          | 50   |
| Ordinary . . . . .        | 1 00 |
| Cyclist wallet . . . . .  | 1 50 |
| Handy bag . . . . .       | 2 00 |
| Don . . . . .             | 2 00 |
| C. M. C. valise . . . . . | 4 00 |

**BELLS —**

|                                 |      |
|---------------------------------|------|
| Single alarm . . . . .          | 1 25 |
| Harrison double alarm . . . . . | 2 00 |
| Perfection . . . . .            | 2 50 |

**BEARINGS —**

|                                    |      |
|------------------------------------|------|
| Balls . . . . .                    | 10   |
| Rear wheel pin and cones . . . . . | 1 25 |
| Cones adjusting . . . . .          | 75   |
| Oil-hole covers . . . . .          | 05   |

**CEMENT —**

|           |    |
|-----------|----|
| . . . . . | 25 |
|-----------|----|

**CRANKS —**

|                         |      |
|-------------------------|------|
| Nickel-plated . . . . . | 4 00 |
| Cap and screw . . . . . | 25   |
| Bolt and nut . . . . .  | 25   |

**CENTRE PINS —**

|                                 |    |
|---------------------------------|----|
| Cup for bottom centre . . . . . | 50 |
| Head covers . . . . .           | 50 |

**CHAINS —**

|                               |      |
|-------------------------------|------|
| Chain adjuster . . . . .      | 1 00 |
| Guards for tricycle . . . . . | 50   |
| " " safety . . . . .          | 3 00 |
| " " . . . . .                 | 1 50 |

**CYCLOMETERS —**

|                            |       |
|----------------------------|-------|
| Brooks' . . . . .          | 5 00  |
| Lakin's standard . . . . . | 10 00 |

**ENAMEL —**

|           |    |
|-----------|----|
| . . . . . | 50 |
|-----------|----|

**HANDLES —**

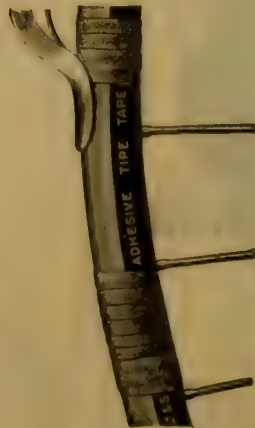
|                           |      |
|---------------------------|------|
| Bicycle cranked . . . . . | 5 00 |
| Horn ends . . . . .       | 1 50 |
| Rubber . . . . .          | 2 00 |
| Handle-bar nuts . . . . . | 20   |

**LUBRICATORS —**

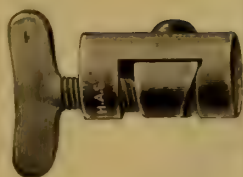
|                       |    |
|-----------------------|----|
| Spring tops . . . . . | 25 |
| Slide . . . . .       | 10 |



**POCKET OILER**  
This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. Price, 50 cents each.



ADHESIVE TIRE TAPE, 25 CENTS.



SPOKE GRIP, 65 CENTS.



"BEST" BICYCLE LOCK, \$1.00.



"BEST" WHISTLE, 25 CENTS.

STOCKING SUPPORTER, 65 CENTS.



|                             |  |  |  |      |        |
|-----------------------------|--|--|--|------|--------|
| <b>SADDLE POSTS</b> —       |  |  |  | each | \$1 50 |
| <b>SPRINGS</b> —            |  |  |  |      |        |
| Rubbers for Am. Club, large |  |  |  |      |        |
| " " small                   |  |  |  |      |        |
| Blades                      |  |  |  |      |        |
| Arab Cradle                 |  |  |  |      |        |
| " double action             |  |  |  |      |        |
| <b>SPOKES</b> —             |  |  |  |      |        |
| Large plain                 |  |  |  |      |        |
| " plated                    |  |  |  |      |        |
| Small plain                 |  |  |  |      |        |
| " plated                    |  |  |  |      |        |
| Locknuts for Am. Club       |  |  |  |      |        |
| Spoke grip                  |  |  |  |      |        |
| <b>SCREWS</b> —             |  |  |  |      |        |
| Various small               |  |  |  |      |        |
| " large                     |  |  |  |      |        |
| <b>TIRE TAPE</b> —          |  |  |  |      |        |
| <b>TIRES</b> —              |  |  |  |      |        |
| 16-inch wheel               |  |  |  |      |        |
| 18 "                        |  |  |  |      |        |
| 20 "                        |  |  |  |      |        |
| 22 "                        |  |  |  |      |        |
| 24 "                        |  |  |  |      |        |
| 26 "                        |  |  |  |      |        |
| 28 "                        |  |  |  |      |        |
| 34 "                        |  |  |  |      |        |
| 36 "                        |  |  |  |      |        |
| 40 "                        |  |  |  |      |        |
| 44 "                        |  |  |  |      |        |
| 46 "                        |  |  |  |      |        |
| 48 "                        |  |  |  |      |        |
| 50 "                        |  |  |  |      |        |
| 52 "                        |  |  |  |      |        |
| 54 "                        |  |  |  |      |        |
| 56 "                        |  |  |  |      |        |
| <b>WHISTLES</b> —           |  |  |  |      |        |
| Whistle and chain           |  |  |  |      |        |
| <b>WRENCHES</b> —           |  |  |  |      |        |
| C. M. C. handy, complete    |  |  |  |      |        |
| " large part only           |  |  |  |      |        |
| Acme                        |  |  |  |      |        |
| B. and S. wrench            |  |  |  |      |        |

Any article not named in the foregoing list will be procured to order at manufacturers' prices, with the least possible delay.

|                                               |  |  |  |  |        |
|-----------------------------------------------|--|--|--|--|--------|
| <b>LAMPS</b> —                                |  |  |  |  |        |
| King of the Road, Safety                      |  |  |  |  | \$6 00 |
| Salsbury Invincible, for Safety and Marlboro' |  |  |  |  | 6 00   |
| Wick                                          |  |  |  |  | 05     |
| <b>LOCKS</b> —                                |  |  |  |  |        |
| " Best " Bicycle                              |  |  |  |  |        |
| Yale, brass                                   |  |  |  |  |        |
| " plated                                      |  |  |  |  |        |
| American Bicycle Check                        |  |  |  |  |        |
| <b>LUGGAGE CARRIERS</b> —                     |  |  |  |  |        |
| For Tricycle                                  |  |  |  |  |        |
| For Safety                                    |  |  |  |  |        |
| <b>NUTS</b> —                                 |  |  |  |  |        |
| $\frac{1}{4}$ and $\frac{1}{2}$               |  |  |  |  |        |
| $\frac{3}{4}$ to $\frac{1}{2}$                |  |  |  |  |        |
| <b>OIL</b> —                                  |  |  |  |  |        |
| C. M. C. Lubricating                          |  |  |  |  |        |
| Lamp oil in cans                              |  |  |  |  |        |
| Lubricating                                   |  |  |  |  |        |
| <b>OIL-CANS</b> —                             |  |  |  |  |        |
| Ordinary                                      |  |  |  |  |        |
| Paradox                                       |  |  |  |  |        |
| Common                                        |  |  |  |  |        |
| Pocket Oilier                                 |  |  |  |  |        |
| <b>PEDALS</b> —                               |  |  |  |  |        |
| Rubber cone                                   |  |  |  |  |        |
| " ball                                        |  |  |  |  |        |
| " rat-trap                                    |  |  |  |  |        |
| Bowens                                        |  |  |  |  |        |
| Pedal pins, cone                              |  |  |  |  |        |
| " ball                                        |  |  |  |  |        |
| Cones only                                    |  |  |  |  |        |
| Rubber, small                                 |  |  |  |  |        |
| " large                                       |  |  |  |  |        |
| <b>POLISHING PASTE</b> —                      |  |  |  |  |        |
| <b>SADDLES</b> —                              |  |  |  |  |        |
| Ordinary                                      |  |  |  |  |        |
| Long distance                                 |  |  |  |  |        |
| Buffer Saddle                                 |  |  |  |  |        |
| Kirkpatrick                                   |  |  |  |  |        |
| International                                 |  |  |  |  |        |
| Club tricycle saddle                          |  |  |  |  |        |
| Shackle spring                                |  |  |  |  |        |
| " triple                                      |  |  |  |  |        |



# BICYCLE BARGAINS.

---

**First-Class Machines at Second-Class Prices.**

---

A number of second-hand and shop-worn bicycles and tricycles  
at very low prices.

---

**EVERY MACHINE GUARANTEED AS REPRESENTED.**

---

**An Unusual Opportunity to Secure a Genuine Bargain.**

Send for Special List.

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POPE MFG CO., Boston, New York, Chicago.



FOUNDED  
THE  
1878

# BICYCLING WORLD

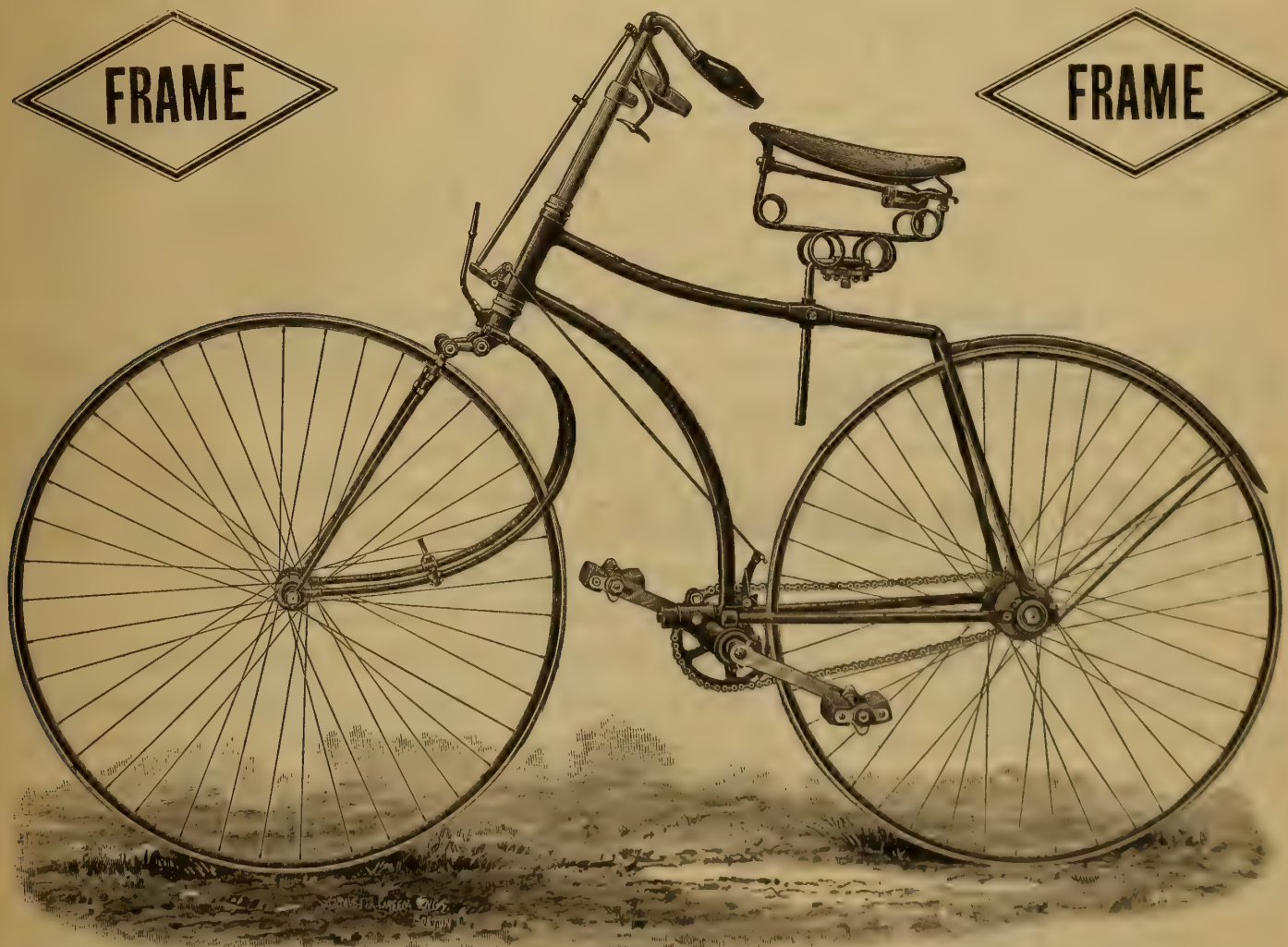
## & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.  
5 cents a copy.

BOSTON, 19 APRIL, 1889.

Volume XVIII  
Number 25.



FRAME

FRAME

The VICTOR SAFETY has the original and only efficient  
Spring Fork in the market. It is the only "diamond frame" Safety  
made in America.

FRAME

OVERMAN WHEEL CO., Makers,  
BOSTON.

FRAME





There are many reasons why you should ride a PREMIER TANDEM SAFETY. It runs with half the effort of the best Tandem Tricycle, and goes where the latter cannot venture. You may take anyone on the PREMIER without previous experience on their part or extra labor on your own. You may ride it alone on either seat. For a quiet country ride with the partner of your joys and sorrows, or for a lightning scorch in your Club road race, it is alike unequalled. It is the strongest Tandem Safety made, and is the only one built on correct mechanical principles. You will find a demonstration of this statement in our new illustrated catalogues, which we shall be happy to send you on application. Immediate delivery. 55 or 60-inch gear at purchaser's option.

### **LLEWELLYN H. JOHNSON, Orange, N. J.**

**It is a remarkable fact** that nearly every maker of rear-driven Safeties have altered their patterns each cycling season, in a vain endeavor to obtain a pattern of their own.

**It is still a more remarkable fact,** that nearly all makers, English and American, are now converging at a point; where the St. George's Engineering Co. began, 3 years ago, to build their world-famed "NEW RAPID" Safeties.

They do not claim to be 3 years ahead of all other makers; that would be egotistical, but benefitting by the 3 years' experience on the one pattern of manufacture, they are enabled to build a Safety which, weight for strength, has no equal.

The "NEW RAPID" Safety is the lightest and the strongest machine on the American market.

*Send for list to the*

**CLARK CYCLE COMPANY,**  
**340 N. Charles St., - - Baltimore, Md.**

Can fill orders at once, large consignments arriving each week.



**SPECIAL.**

All Advertisements in this Department 20 cents a line.  
 Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.

**ONE** Singer Straight Steerer Tricycle; used but little. Price \$80. E. P. BURNHAM, Newton, Mass.

**FOR SALE**—Two Experts: in first-class condition. 56 inch, \$70; 54-inch, \$75; also 54-inch National; in fine condition, \$60. BROWN & GREENLEAF, 96 Brattle st., Cambridge, Mass.

**CYCLIST'S RECORD BOOK**, for recording rides. Only 25 cents. CYRUS BATCHELDER, Sanford, Me.

**FOR SALE**—200 second-hand ordinaries. State what price and size wanted. HOWARD A. SMITH, Newark, N. J.

**M. A. WOODBURY**, Bradford, Pa., Mfr. Europa Home Trainer and Bicycle Stand. Also have largest and best line of cycles between New York and Chicago, Buggies, Carts, Desks, Rubber Goods, Rubber Stamps, &c., Wholesale and Retail.

**FOR SALE**—54-inch Expert, half enameled, good as new except finish. Price \$75. F. E. DuBOIS, West Randolph, Vt.

**WANTED**—Good second-hand safeties, cash or in exchange. HOWARD A. SMITH & CO., Newark, N. J.



**L. A. W. BADGES,**

For Gold Pins of the Official

Design, send direct to

**CHAS. H. LAMSON,**

177 Middle Street,

Portland, Me.

**Patented.** Price, \$3.50, \$5.00, \$7.00 and \$8.00, according to finish. Diamond Badges \$15 to \$50 for the larger pins, and \$10 to \$30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 511 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

**LAMSON'S LUGGAGE CARRIER**, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

**FOR SALE**—A bargain. A genuine convertible Beeston Humber Tandem, in excellent condition; fitted with best Butcher cyclometer, and "King of the Road" lamp. Apply to HARRY D. HEDGER, 473 Tremont st., Boston.

**E. C. BENNETT,**

—AGENT FOR—

**VICTOR, STAR & EAGLE.**

We carry a fine list of second-hand wheels. Send for list. Repairing a specialty. We also carry a full line of sundries.

160 Orange St.,  
 NEW HAVEN, CONN.

**FOR SALE OR EXCHANGE.**

In this Department, 15 cents a line. Cash must accompany the order.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.

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**FOR SALE**—1 48-inch Special Star, almost new. Perfect order. Will sell cheap for cash. Address STAR, North Adams, Mass.

**WANTED**—To exchange a canvass boat, in good order, for a 54 or 56-inch bicycle. Write for particulars. H. C. WILCOX, Three Rivers, Mich.

**SAFETIES**, new and second-hand, New Rapid, American and Victor. Address W. A. MEEKER, Agent New Rapid and American cycles, 329 River St., Troy, N. Y.

**FOR SALE**—56-inch American Rudge. A1 condition. L. D. and Kirk saddles. 2 prs. cranks. Bown Ball and Parallel Pedals. Tools and tool bag. Best offer over \$84.00 cash, takes outfit. Address Lock Box 651, Canal Dover, O.

**FOR SALE CHEAP!**—60-inch American Champion bicycle; good as new. FRANK G. MILLER, Rockford, Ill.

**FOR SALE**—54-inch Victor bicycle; spade handles. In first-class condition; will sell cheap. WALTER B. HOLDEN, 3 Central Wharf, Boston.

**A PREMIER SAFETY TANDEM**, almost new and but little used; ball pedals; a fine machine. Price \$150. W. L. GARDNER, Troy, N. Y.

**FOR SALE**—56-inch Lt. Roadster, '87 pattern. In good order. Best offer over \$50 takes it. Address B. W. GOULD, 106 Tremont st., City.

**FOR SALE**—Col. Surprise Tricycle, new, cost \$150—\$135; Col. L. R. Tricycle, like new, cost \$160—\$110; 50-inch Champion, balls all round, cyclometer, \$85; 48-inch Champion, same, \$75; all in fine order. C. E. DAVIS, Wapakoneta, O.

**TWO IMMENSE BARGAINS**—1 Genuine Beeston Humber Tandem, balls, all but pedals; newly enameled; in good condition; cost, new, \$250. 1 54-inch Victor Light Roadster, 1888 pattern; standard finish, balls all around; used but little; in perfect order. Either machine sent C. O. D., privilege of examination, for \$110 net, if express charges are guaranteed. Address J. EDWARD SEARLES, 503 Albany st., Little Falls, N. Y.

**TWO-TRACK COLUMBIA TRICYCLE**—In excellent condition; extra large front wheel; Kirkpatrick saddle. Price \$75. B. W. FRANKLIN, 2 Wall st., N. Y. City.

**SCOVILL DETECTIVE CAMERA**, 4 by 5; Beck lens; 3 double plate holders, with tripod; cost \$75; good as new; sell for \$50. Appollo L. R., 56 inch, weight 35 1-2; ball head and pedals; Butcher spoke cyclometer; sell for \$90; perfect. Premier racer, H. H. & C., 56 inch; weight 22 lbs.; no pedals; perfect condition, \$30. Racer and roadster together, \$110. Roadster and camera, \$130. Racer and camera, \$75. Roadster, racer and camera, \$150. J. R. RHEU-BOTTOM, Weedsport, N. Y.

**FOR SALE**—50-inch Expert, enamel, nearly new. 58-inch Expert, all nickel, latest pattern, A1 condition. 54-inch American Rudge, enamel, balls to both wheels, cow-horn bars, spade handles, A1 condition. Springfield Roadster, ball bearings, nearly new. For terms apply to JOHN S. MUSSER, 132 E. Chestnut st., Lancaster, Pa.

**The Ladies' Dart Safety Bicycle**

The best wheel made for both Ladies and Gentlemen.

Also the Gentlemen's Dart Safety.

Manufactured by the

**Smith Nat'l Cycle Mfg. Co.**

No. 809 Water Street, S. W.,

Washington, D. C.



The first and best Ladies' Bicycle ever put on the market.

Send for '89 Catalogues.

Agents Wanted.

**FOR SALE**—48-inch New Rapid Bicycle; late pattern; almost good as new, with ball head; 2 handle bars go with wheel; ramshorn and spade. Will sell cheap. Address E. D. FAHRNEY, Waynesboro, Penn.

**FOR SALE**—A Quadrant tandem; good wheel, \$100; would exchange for safety or approved merchandise. BRADFORD, 398 Madison st., Brooklyn, N. Y.

**FOR SALE**—Columbia Safety, price \$105. Call or address 193 Clermont ave., Brooklyn, N. Y.

**FOR SALE**—52-inch Rudge Light Roadster, run less than 1000 miles; '88 pattern; half nickelled; spade handles and Butcher hub cyclometer. M. P. WARD, Peabody, Mass.

**A BARGAIN**—Ladies' Columbia two-track tricycle, 1888 pattern; run about 200 miles; in perfect condition. Address GEORGE H. SCRANTON, Birmingham, Conn.

**FOR SALE**—48-inch American Star; new last season; good condition. Price \$50. C. A. CONOVER, Coldwater, Mich.

**FOR SALE**—A Special Quadrant Tricycle, cost \$200; has not been ridden 50 miles. A chance for some one to receive a wheel at a bargain. ARTHUR PEREGO, 128 Fulton St., New York.

**FOR SALE CHEAP**—Victor Tricycle, address the Rev. CHARLES W. HAYSE, D. D., Westfield, Chautauqua Co., N. Y.

**FOR SALE**—54-inch Expert; full nickel; ball bearings all over; good condition; cheap. C. A. CONOVER, Coldwater, Mich.

**56-INCH** Singer Challenge Bicycle; practically as good as new; ball bearings to both wheels and pedals; Kirkpatrick saddle; cow-horn bars. Cost \$115; will sell for \$65, or would exchange for Singer Safety. J. WESTON, 2 Warren ave., Boston.

**FOR SALE**—Marlboro' Club Tandem Tricycle; in fine condition, and will sell at a bargain. Apply at once to A. O. MCGARRETT, Box 124, Springfield, Mass.

**FOR SALE**—A Swift Safety, in splendid condition; quite as good as new. Cost \$135. Will sell for \$105. A bargain. Address 108, Bicycling World, 12 Pearl st., Boston.

**FOR SALE**—Columbia Two-Track Tricycle, in first-class condition. J. S. NEGUS, 219 Putnam ave., Brooklyn, N. Y.

**VICTOR TRICYCLE**—Latest pattern; cyclometer; good condition; a bargain. W. HUDSON NEEDHAM, No. 49 Fountain st., Worcester, Mass.

**FOR SALE**—54-inch American Rudge. A1 condition. FRED. KIMBERLY, 7 Franklin st., Auburn, N. Y.

**IF YOU WANT TO BUY**

A new or second-hand wheel, write us. Second-hand wheels taken in part payment for new mounts. Agent for all leading makes.

Repairing Of All Kinds Done.

**WHITE CYCLE CO.,**

118 North Greene St., TRENTON, N. J.

**FOR SALE.**

5 Columbia Experts, 50, 52, 54-inch, from \$65 to \$90.

**CLINE BROTHERS,**

Agents for VICTOR Cycles.

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BALTIMORE, MD.

**◀ A BARGAIN ▶**

1889 pattern 56-inch Victor Light Roadster, used two weeks. Guaranteed good as new. Price \$85. Champion Light Roadster, almost new, price \$70.

Eisenbrandt Bros.,

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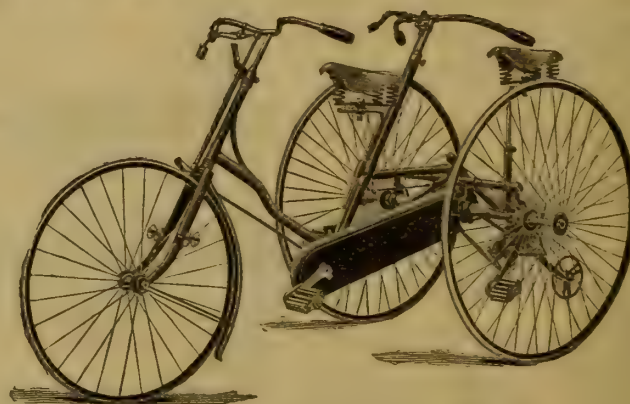
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Published Every Friday

— BY —

**THE BICYCLING WORLD COMPANY,**  
**12 Pearl Street,**  
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## TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the *Bicycling World Co.*

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

## EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 19 APRIL, 1889.

## OUR PAPER WAS MAILED.

LAST week our whole edition was in the Boston Post Office by 4.30 P. M. Saturday. All the New England papers were in the mail by Friday night.

Please send on complaints and we will try and trace the cause of the delay. We shall repeat this notice weekly for some time to come.

THE suggestion made by "A wheelman of New York" in our last issue to the effect that a parade of wheelmen in the procession of April 30 or May 1st would be a good thing, seems to have met with approval if we are to judge by the postals and letters we have received on the subject. As a specimen one writer says, "To have the wheelmen represented in this parade would undoubtedly give cycling a big boom in this city and State, as it is expected there will be nearly one million spectators of the great pageant. I hope the WORLD will push the idea for all it is worth."

The time for organization is pretty short and so if the wheelmen of New York desire to be in line on the occasion mentioned, they ought to be up and doing. For our part we are in favor of anything that will further the good of cycling and we think that a Division of wheelmen in a parade such as is proposed, will be an excellent idea providing the number in line will be sufficient to make a respectable showing.

THE extremely generous notice given our issue of the 29th ult. by our esteemed contemporaries, the *Wheel* and the *American Athlete*, calls for a special recognition at our hands. Unfortunately it is usually the case that business competition calls forth and engenders jealousy and heart burnings, but in the commendation above mentioned, and which we gratefully recognize, generous manhood rises superior to petty jealousy.

We cordially thank Editors Prial, Wells and Wheeler for their kind words, and as we said before, that while the work done on that paper was enormous, and the result one that gave us satisfaction and feelings of pride, yet the edition was made possible by the generous support and aid given us on all sides, by advertisers and contributors.

OUR correspondent "Skib," from Baltimore, is about right when he points out that League meets as run during the past few years are an expensive burden not to be demanded, but on the contrary it should be discouraged.

The generous hospitality extended by the different cities during the past few years is a pleasant recollection, but we protest that this princely method of free entertainment has established a precedent which has caused the Divisions that have entertained to cry "enough" and those who would like to, to hesitate before taking on the tremendous burden of raising large sums to entertain their visitors.

We are glad to notice that President Luscomb takes a stand on the side of economy and simplicity. Let us cry halt, and let our annual meet put on more of the nature of a real meet for the advancement of the cause of cycling and better highways, and less of the character of an annual frolic and spree. Let every man pay his own way and let the national organization pay for the use of the hall necessary for the use of the business meetings. Of course the local cyclist can do the "hospitable" act, but don't let us expect it at the rate of from \$1500 to \$2000 per day.

The Executive Committee should not only discourage such enormous outlay, they should absolutely refuse it, perhaps *forbid* it.

IT bids fair to be lively in racing matters this season. The spring season, with the Chicago tournament, the Harvard race meet and the Providence tournament, gives promise of gladness to the seasoned pot hunter and the callow novice. Then the road racers will have a chance at Chicago, and over the Milburn-Irvington course.

OUR valued correspondent, "Jack," has always some good, practical ideas on every subject connected with cycling, and as the question of separating the ordinary and the safety in races has caused some discussion (though now settled), his views, which coincide with ours, will be read with interest. Says "Jack:—"

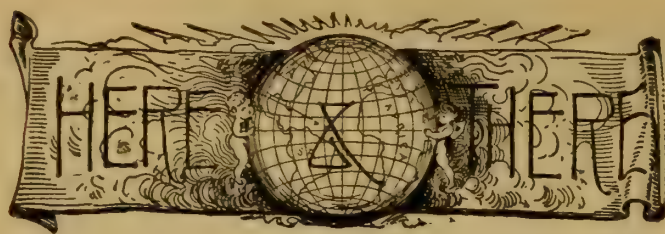
"This question as to whether safeties should be allowed to race with ordinaries in open events, is a somewhat difficult one. If the event is 'open,' certainly. But I'd rather see the two machines kept separate, especially among novices. There is nothing in the world which 'rattles' a man on a racing ordinary as to have a wobbler on a safety riding near him with the handles of his low machine in dangerous proximity to the pedals of the tall ordinary. Of course with a good rider there is no danger. I have seen G. L. Morris almost shaving the board edging on the inside of an English track, but then *he could ride*, and handled his machine as the mother of ten children would handle her 'latest,' and not as an inhabitant of Bret Harte's 'Roaring Camp' would handle the 'Luck.' To me (with my quaint ideas) a safety bicycle is almost as distinct a machine from an ordinary bicycle as a trieycle is from either of them. The only things the safety has in common with the ordinary are *two wheels and one track*. They are both of the bicycle family. If it is an 'open' race, or a question of 'the fastest man on any machine which can be classed as a cycle,' then *ignus via* (fire away)."

You see it is unfair to the 'ordinary' rider. He runs a chance of a cropper through the *presence* of the safeties on the track. If they were barred he would have fewer chances against him, and would be able to ride with greater assurance of safety. With the safety rider, who has nothing to lose (at least in point of safety), it is all the same whatever kind of machine is competing against him. But there are at least two sides to every question and thing (dice cubes have six, each differing from the other)."

## DEFEATED!!

JUST as we go to press, we learn that the bill providing for a Bridge and Roads Commissioner in Massachusetts has been defeated in the Assembly.





## CHICAGO.

## THE "STROLLER."

PRESIDENT SKINKLE, it is rumored, will shortly leave for Cleveland, there to reside permanently, and wire pulling has already begun by candidates for the office of President. W. F. Bode is in the lead, with Thorne and Langworthy close behind, and it is said that Randall would like very much to try it again, and is on a still hunt for the place.

THE Illinois Club claim to have a dark horse in their midst, who, according to the enthusiastic members (and all Illinois men are enthusiastic) will rival Windle—almost. But with their present racing talent, and the addition to the same of Sauer, Ehler, and probably Phil Hammel, the Chicagos will have to hustle to keep their end up in the racing line this season, as with Van Sicklen and Winship out of their team (for both "Van" and "Win" say they will not race at all this year), Hosford on a safety and Greenleaf at college, leaves them with only Lumsden and Roe, and possibly Spooner, aside from any dark horses that may be found in their midst, to represent them.

WHEN I read my weekly account of events in last week's *WORLD*, beginning with the pool tournament, I sighed and longed for a private interview with the "d—l" who made it read "fool" tournament, and found solace in the fact that my identity was still unknown, as it might have been quite unpleasant for me otherwise.

MANY letters of inquiry have been received at the different clubs as to what would be the best day to visit the Chicago tournament and see the races, and this is almost impossible to answer, as a very attractive programme of races has been made up for each day. Come and stay through the week, if possible, is the best answer I can give.

I AM told that the new constitution recently drafted by our Constitution Committee will be submitted to the Division for adoption by a mail vote, in the near future.

WHERE will the Illinois Division meet be held this year, is a question I am frequently asked, but up to the present time am unable to answer.

THE *Æolus* Club boys recently moved into a new club house, only to find that a clause in the lease made it imperative on their part to move out, provided that property was sold, and a consideration of \$200 paid. The same week the club moved in the landlord sold the property, and now they are obliged to look for other quarters.

I AM told that Temple is an associate member of the Illinois Club, instead of honorary. Well, the honors are about even—Temple, professional associate member of the I. C. C.; Munger, professional privileged member of the C. C. C.

THE Lincolns gave a most successful smoker last Thursday evening. The Illinois Club were the guests of the evening. The gymnastic features were the most entertaining part of the programme.

BURLEY AYRES was on deck at the Chicagos', and was the same old Burley in spite of the Milwaukee beer, which Burley says is fearful strong.

## NEW ORLEANS.

## "NOKOMIS."

ON April 1st the annual election of officers of the Louisiana Cycling Club took place. After the election of officers, the club adjourned to the festive board, where they had their annual "feed." The "feed" was a great success, and everything that made its appearance was speedily demolished with gusto, until the introduction of *Beccasine Fesande* (a very French dish—in plain English "slightly off snipe"). This was too much. A bicyclist can eat most anything, but those snipe—well, the less said the better.

TEN applications for membership to the Louisiana Cycling Club were read and accepted at their last meeting.

THE club house scheme was freely discussed at the monthly meeting of the L. C. C. After a long discussion, it was decided to refer

the matter back to the Executive Committee, with power to act in the matter. Amongst the fourteen members present \$1375 was subscribed, nearly one third of the amount needed, and as there are some twenty or thirty members to be seen, it certainly argues that a club house for the L. C. C. is an assured fact. The spirit in which the proposition was received by the members was very encouraging to the officers, and if they will only continue to show that spirit, the building of the club house will be comparatively an easy matter.

ON motion made, the Captain of the L. C. C. was instructed to challenge the New Orleans Bicycle Club, for a team race of two and one half miles, eight men to constitute each team, race to take place within forty days of the next meeting of the N. O. B. C., and the prize and course to be mutually agreed upon, cost of the former to be defrayed one half by each club.

THE N. O. B. C. refused a former challenge of the L. C. C., and it is hoped they will not treat this one in the same way, as it will finally settle the question as to which club is entitled to first place in the matter of racing.

THERE was a meeting of the Louisiana Division L. A. W. on the 8th. A summer tour or encampment was suggested, and was received favorably and a committee was appointed to arrange details. H. H. Hodgson, C. C., presented two medals, a gold and a silver one, to be contested for by the members of the Louisiana Division L. A. W., and a committee of Messrs. Betts, Rea, Graham, Gore, Frederic and Russ were appointed to arrange details.

A. M. HILL was appointed Official Handicapper for the States of Florida, Alabama, Mississippi, Tennessee, Arkansas, Colorado, Nevada, Texas and Louisiana.

MESSRS. RANDALL, Shields, Renaud, Gore and Fenner were appointed to serve on the Racing Board for the coming year.

ROAD improvement is being agitated all over the State, and was started by the Louisiana Division L. A. W.

THERE are over twenty miles of new streets being paved in New Orleans, and gravel roads are being laid everywhere.

## DENVER.

## "OCCASIONAL."

OH, how we miss him; our leader in debates, in schemes for the club's good, in musical affairs and in fun; best of Secretaries and most courteous of gentlemen. How large is the space, in our affections, left open by his departure. But "it's an ill wind that blows nobody good," and in our loss one of the New York clubs will gain a member, in Mark E. Harris, worth the owning. On the evening (April 1st) of Mr. Harris' departure, a large delegation of the Social Wheel Club called upon and presented him with a handsome cane, upon the gold head of which was engraved, "To M. E. H. from the S. W. C." After the presentation a line of march was taken for the train. On their arrival at the depot the boys, aided by the club quartette, sang various songs to enliven the melancholy occasion, and had a large and appreciative audience in the passengers aboard the many trains. After a general hand shaking with all, Mr. Harris mounted the platform of the car just as the train pulled out, and the three cheers and a tiger given him as a send off, will long be remembered by all, and "Mike" especially.

THE Social Wheel Club have informed the Denver Ramblers that the challenge issued by them (the Ramblers) on July 30th has been accepted. The race is for a team of seven, nine or eleven, over a course thirty-six miles long.

A COMMITTEE is now out for the purpose of drawing up a Constitution and By-Laws for the new Western League Cyclers, or, as the name now is, "League Union Cyclists." The principal aims of this organization are the running of races on the class system and the abolishment of the amateur rule. Although the scheme does not meet the favor of most League members the numbers recruited for the new association are quite a number.

ON the evening of April 4th quite a number of wheelmen assembled at the rooms of the Social Wheel Club, in pursuance of a call issued by Chief Consul Beddo, for the purpose of selecting a new Chief Consul and formulating plans for the coming season. But—no presiding officer present—no meeting.

COMMITTEES are now out soliciting memberships to the Track Association. It is proposed to build the track in the new Broadway Athletic Park.

MR. KING, of *Sports Afield*, has engaged a gentleman from over the great pond to edit the cycling portion of his paper. The gentleman referred to has had experience in the cycling paper business, and gives promise of doing great things for the wheelmen of Denver.



## NEW YORK.

## "HAWKSHAW."

SOMETIMES I think that the sentimental "gush" that is besmattered over cycling by some of its admirers, whose intentions are better than their brains, often causes it to lose the support and adoption of many brainy and virile adherents, who, seeing these driveling attempts at sentimentality, conclude hastily and unjustly that the manly element of athleticism in wheeling is sunken beneath its load of flashing nickel, braying bugles and epaulettes and bespangled riders. As an example of this, take the editorial page of a recently published journal devoted to the furtherance and improvement of the sport, so its head lines inform us, and see there such rot as the statement that the riders of a certain city were "enjoying a taste of Heaven," in the good roads abounding there, that is to say in the city quoted, not in Heaven. Now such printed utterances, which are more or less of an editorial character, cause anyone reading them, to at once conclude that such school-girlish use of superlatives is only indulged in when the readers of the paper, who are of course suppositiously wheelmen, are themselves of a like sentiment, and being so, are, as a matter of course, hardly liable to attract the attention and comradeship of a seeker after a manly sport. For when any human being has reached a state wherein wheels, roadways and heavens become a conglomerate mass in his addled brain, he will hardly commend himself to the ordinary man as one whose company should be sought, and wheeling gets all the blame for putting the poor thing in this deplorable condition. There is, of course, no remedy for this unfortunate state of affairs, I well know. Manufacturers cannot supply brains to purchasers of their wheels, more's the pity, neither can they put a seal upon the lips or a padlock upon the pens of these unfortunate (though perhaps good intentioned) praise singers of cycling glory. Please, therefore, gentlemen, when you seek, in public print or speech, to sound the loud hosannas of your imperial opinions, don't gush over it, don't slobber upon cycling in attempting to honor it with your laudations. Write manly, vigorous commendations, and both you and the cause will be benefitted by the change.

I HAVE noticed of late, in the public prints, that the crop of colored ladies who, during the infancy of George Washington, kindly consented to act as nurse to Georgie, have, strange to relate, almost entirely died off, though there yet remains a few dusky blossoms of this rare vintage. Now in view of the probable extinction of this numerous and long-lived old lady, I would like to call the attention of the public and the press to the individual who stands ready to take the place of this old lady when she passes from life and print; namely, "the-first-man-that-ever-rode-a-bicycle-in-America." Here's an individual who fairly revels in his multiplicity. Every village now has its simon pure specimen, and no bicycle club throughout the country is so poor that it cannot afford a brass-bound example of this wheeling dodo. Of course it will be claimed that the market is overstocked, and that there may be doubts as to the genuineness of the claims of these individuals, but this cannot be allowed. I will grant that the quantity just now is rather great, but then this is a great and growing country, and we never do anything in it by halves, so it simply rests upon the genuineness of these gentlemen's claims to being "firsts" that any contests can occur, and even here the proofs will astonish even the most skeptical. I don't propose to prove any of these claims until I have been able to interview some of the claimants, to learn from them what I am to get for my support in the affair, but for fear that they might not thoroughly appreciate the value of it, and hence might be inclined to put rather a cheaper valuation upon it than my ancestral pride would admit of my accepting, I just want to call their attention to the following: The real genuine "first rider in America" usually prefaces his claims by telling you that he had ridden in England *long* prior to the introduction of bicycles and bicycling here, just how long before, he usually forgets; and that "in the winter of 1875 or early in the spring of 1886"—just here's where the great battle takes place for the honor of "first rider"—he went to Philadelphia, where the Centennial was either open or preparing to do so, and that there he found an exhibitor who had a few old-time "Ariels" displayed, and the "first rider" then and there mounts the wheel and rides off, amidst the applause of the multitude and the joy of the exhibitor. Now this is the general frame-work of the claim that all genuine "first riders in America" usually make, though of course each embroiders it with the flowers of fancy, the web of fact, as best suits his individual idea of ornament. I want to say right here, however, that I spent eight months living in the Centennial grounds, and in making a systematic study of the wonders there contained, yet just now I cannot even recall the bicycle exhibit at all, though I know of course that there was such a one. What I can say, though, is that if all the riders who claim to have ridden these wheels then, and purchased them afterwards, were assembled together, I don't think that Fairmount Park would be

large enough to hold them, so with these facts in view, gentlemen who "first rode a wheel in America" will find that my support of their claims in this direction will come high, but when they think of the fortunes that await them after once they have established them and found fame and "scads" upon the platforms of the dime museums, they will not regret. I am sure, having come down handsomely for the support of "Hawkshaw."

## "JACK."

## ALL KINDS.

THE English credit the Scotch with being a queer race, and there is certainly as much difference between these two races as there is in this land of the "Star and Garter" (I mean the "Stars and Stripes"—"Another Richmond in the field"), between the temperaments of the Northerners and the Southerners. Not a bad story is told of an American, General L——, who was in company where there were some few Scotch. After supper, when the wine was served up, the General rose and addressed the company in the following words: Gentlemen, I must inform you that when I get a little 'groggish' I have an absurd custom of railing against the Scotch; I hope no gentleman in the company will take it amiss." With this he sat down. Up starts M——, a Scotch officer, and without seeming to be displeased, said: "Gentlemen, I, when I am a little groggish, and hear any person railing against the Scotch, have a most absurd custom of kicking him out of the company; I hope no gentleman will take it amiss." It is almost superfluous to add that the last speaker had occasion to exert his talent. Yes, the Scotch are a queer race. I hope my friends, James R. Nisbet ("Aeolus") and David F. Bremnet ("Steersman"), the editors of the *Scottish Cyclist*, will find nothing personal in this. I am "Scottish, quite Scottish, ye ken," myself, but I thought the story a good one, and you can judge for yourselves.

I SEE in the BICYCLING WORLD of March 29th that George C. Clarke, of Greenville, Miss., the Chief Consul of the Mississippi Division, L. A. W., has appointed league houses at Greenville and Natchez. Three or four years ago, when I was the first Chief Consul, L. A. W., for the State of Mississippi, being bung-starter, chief bottle-washer and eye opener and all that sort of thing, I appointed the Washington Hotel in Vicksburg a league hotel (vide Karl Kron's X. M. Miles), much to the surprise of one Welch, the proprietor, who did not understand exactly the meaning of the term.

THERE should be a good many rides in the State now. The road from Vicksburg to Greenville by way of Deer Creek is "a dandy" (especially if you leave your bicycle in the lobby or stable at home, and take the L. N. O. and F. train via Leland). Deer Creek used to be famous for "bicycling bees," during the social season, and "necktie-parties" were greatly in vogue also, while "balls" kept the community in a state of healthy excitement (pistol and Winchester balls, you know), and "dances" (at the end of a short rope) were diversions to wile away the hours that might otherwise hang heavily, so they hung colored divines who stole chickens, and malefactors also, to drive away their care, just to observe time honored custom and keep themselves out of mischief and harm's way. Whenever I read a word about Mississippi, I think of the land of coon and cotton, dear old "Dixie"—far away.

I HAD my first ride in America, for the 1889, a few days ago. At the Citizens nice club house at W. 60th street, I got the wheel, kindly loaned me by Mr. Elliot Mason, and started out to Central Park, where I had a good spin, "doing" the round of the park several times, and admiring now and then a fine American trotting horse which in many cases looked "better bred" than the man who was driving him. On my return to the Citizen's Club, I met several of the members, among these being Mr. John C. Gulick and Mr. Chas. A. Spear, and had quite interesting chats with them on "our sport." Mr. Spear said one thing I shall never forget, and which has a good deal of hard sense in it. The last time (I think) Mr. Spear was in England he was looking at tricycles. "I want," said he to the dealer, "a tricycle with three wheels and *three screws*." That's what took me. A simple wheel, a wheel that had no extras about it. In this he is about right. I believe in simplicity. Three wheels, an axle, a simple frame, a saddle and a handle-bar with a couple of cranks; sufficient bearings and two pedals, and some holes to introduce oil for lubricating purposes, and there you are. For my part I ride with a safety stripped of mud guards, brake, lamp, bell, etc., and the only thing I have to carry that is not requisite to the *running* of the machine is the enamel and dust of travel. In the Citizens' Club wheel room was a full-plated Columbia safety, specially built for our old League Chief Consul, Dr. N. Malon Beckwith. I have never met the Doctor, but judging by the length of the **7** pin of the saddle, and the low position on the front forks of the foot rests, he must indeed be a



regular "R. S. Bryson" (a 6-foot 5 1-2 inch) who hoisted the flag-staff at the first Harrowgate Camp in England, and used to revel in wheels of over 60 inches in diameter.

## BALTIMORE.

### "NORVAL."

THE Hagerstown, Md., Club held a meeting, and fully discussed the question of holding the annual League meet at that place. A committee, consisting of President V. M. Cusheva and Captain Updegraff, were chosen to confer with Chief Consul Mott and the Executive Committee of the L. A. W. in Baltimore. If satisfactory arrangements can be made, work will be begun at once to make an immense meet. The boys, if they undertake it, will make a success of it.

THE Chesapeake Wheelmen Stock Company was incorporated by Cornelius F. Abbott, John C. Robinson, James B. Reed, John D. Wheeler and Wm. G. Speed. The capital stock is \$5000, divided into 500 shares. Their object is for pleasure, social and beneficial purposes.

THE Chesapeake Club was regularly incorporated last week, with thirty-two active members. The members propose spending \$2000 in fitting up their new club house.

THE Crescent Club are building another storage room for the wheels of its members. The room will hold about sixty wheels. The club housewarming will take place on Friday, April 26th.

THE Baltimore Club are in receipt of the applications of about twenty-five members of the dying Rambler Club.

THE Centaur Club planted on Arbor Day, at Patterson Park, the white oak tree, "Centaur." An address was delivered by Mr. C. H. Eisenbrandt, the President of the club.

## ST. LOUIS.

### "LINNEUS."

THE meeting of the cyclists of Quincy, Hannibal, Louisiana. St. Louis and Clarksville, at the latter place, is having the attention of our local riders, and both Captains Lewis and Sanders have agreed to call runs to that place on Sunday, May 5. The only thing needed to make it a big success is a large attendance from the other cities named, and to secure that end the Captains of the Quincy Clubs and the local Consuls at Hannibal and Louisiana have been written to. Those who participated in the meet last November, or in fact anybody who has ever spun over the beautiful gravel roads of Pike County, or took in their awe-inspiring coasts, will be sure to go up again. The fare from St. Louis is \$2.25 for the round trip, or in parties of fifty or more \$2, and in the latter event a special baggage car, which will be side-tracked at Clarksville, will be procured for the carriage of bicycles.

I NOTICE that L. S. C. Ladish has been appointed Official Handicapper for Missouri and Kansas, which is certainly a good selection, but as he is not a League member, how can he be appointed? ['Tis not necessary to be a member.—Ed.]

THE cycle track is coming up in great shape, and a meeting will be held at the Missouri's club house next Monday, to discuss it. The needed amount is almost subscribed for.

S. C. NEWMAN, the efficient Secretary of the Missouri, will remove to Chicago during the early part of May, to engage in business.

IN reply to some questions about the new road book, will say that same will be issued just as soon as the Division Board of Officers see their way clear of the Warner bill, which to some extent still hangs fire in the house, and funds may be needed to defeat added amendments.

IF the report is true, as claimed by your Denver correspondent, that the Western Association of Passenger Agents reported adversely upon the carrying of bicycles in baggage cars, this will be an opportune time for the new Chairman of the Transportation Committee, W. M. Brewster, to show his hand.

FOR the first time in the history of cycling, St. Louis has been allowed to compete in the Pullman road race, an invitation to that effect having been sent on some weeks ago by Mr. Garden. A. M. Lewis, Pomarade, Hart and Hurck will probably enter.

CAPTAIN SANDERS took the Cycle Club on a tour of discovery last Sunday to Indian Cave situated about twenty miles south, on the Telegraph road. He reports the road to be in excellent shape, almost to the mouth of the cave, and the beauties of the cave will amply repay any cyclist who wishes to make the trip.

SPEAKING about the roads in Cola County, which contains the State capital, W. A. Rothwell says: "I do not wonder that wheeling here labors under so many difficulties, the wonder is that there

is a single rider to be found in the county, for the roads are simply atrocious."

"IT never rains but it pours." Just as the division is getting through knocking out that Warner bill, up pops the City Council of Columbia and wants to pass an ordinance forbidding the riding of cycles on their streets. Prof. H. C. Penn, the local Consul, has written Chief Consul Brewster about it, who will no doubt take prompt action, so that the city authorities will be prevailed upon to withdraw such a measure.

## MINNEAPOLIS NOTES.

### "PARSON."

SOMEHOW or other cycling has never been the same here since "Jack" (J. Purvis Bruce) left this city nearly two years ago to spend his life among the wheeling notables of England and Scotland.

He was, while living here actively engaged on the *Tribune*, yet while attending to his many duties he always found time to look after cycling interests hereabouts. There was not a man who rode a wheel here, who did not know him and none who did not like him—who could help but like "Jack" with his quiet gentlemanly ways, and his thorough knowledge as to how a race meeting, or any other meeting, should be run? "Jack" is a well made little (?) man of about 5 feet 8 inches in height and weighs when in training between 140 and 150 pounds, though I once saw him so "trained down" after a hard tour across Minnesota that he weighed but 120 pounds "all on," as he sat on his bicycle, the thirteenth man to start in the most severe 25 mile road race that has ever been run in this State and over about the toughest roads and against a hard head wind part of the distance. But "Jack," though he looked "light" looked "powerful" and when he pedalled past the spectators at the crack of the pistol, it was plain to see that the little dark skinned fellow, with his mass of curly black hair, meant business and was in that race to ride. One by one the heavy weights dropped out. Flabby adipose-tissue was not equal to nerves, muscles of steel and pluck, so he had the satisfaction of beating Ed. Savage and Colie Bell, two of our fastest men. He also had the fun of beating by a few feet on the home stretch, his chum and friend, Jim Stockdale, the third man of the trio, who at present are the best riders in the State. It was a race long to be remembered by Minnesota Wheelmen as the closest, hardest fought race that ever occurred in this section.

OUR track is an assured thing and will be ready to race on by May 1st. So you may expect to hear of some good races from this section. Records will probably stand, as far as we are concerned, but there will, nevertheless, be some close, good racing.

THE Minneapolis Bicycle Club have formed a team that I think can hold its own with any team west of Chicago. It is composed of Colie Bell, J. R. Sockdale and E. J. Hale. As St. Paul, Winona, Fergus Falls and Fairbault all have large clubs and several have good tracks, a team race is a possibility in the near future, and then we shall see what we shall see.

THE season was formally opened on April 4th, as the M. B. C. took its first regular run then.

THE M. B. C. are soon going to have a formal opening of their new club headquarters over the Citizens' Bank. Music and light refreshments will be the main feature of the evening.

## NEWS

### AND COMMENT.

MR. J. L. YOST, late Secretary and Manager of the Springfield Roadster Co., has returned from the Pacific Coast wonderfully improved in health. All Mr. Yost's friends will be pleased to hear this, as he left Boston some three months ago, a pretty sick man, but now he comes back with a fresh grip on health, and an enthusiast on the subject of Southern California. So delighted is Mr. Yost with that section of the country that he will close out his affairs here and take up his permanent abode there.

It is possible that "Pedals" may go abroad with the Elwell party next month.

THE Framingham (Mass) police are after the sidewalk fiend. We cannot waste any sympathy on the rider who gets into trouble by riding on the sidewalk.

FRANK GAMWELL, of Bridgeport, Conn., was thrown from his bicycle the other day, and sustained injuries which the physicians pronounce "rupture." Rather a queer result for a plain header!

FROM the fact announced, that Attleboro' wheelmen have decided not to compete in the coming races at Taunton, it looks as though the racing association formed between the Taunton and Attleboro' men had passed from a condition of being, into one of history.





## EAGLE ROCK HILL!

Climbed with ease on a 44 1-2 pound 50-inch Eagle Bicycle with 5 3-4 inch cranks, on Saturday, April 6th, by Wm. A. Clark of Stamford.

## WHAT NEXT?

Now that the critics of the "Eagle" have had their pet theory exploded, and find that the "Bird" can climb with the rest of them, and perhaps may lead them all as its riders get more accustomed to it.

The Eagle depends on no complicated mechanism to aid it on hills, it has no chains, clutches or levers to get out of order, collect dirt, and rattle continuously. It depends simply upon the weight of the rider, so placed on the driving wheel that NO POWER IS WASTED, and no unnecessary weight is placed upon the wheel which is not doing the work.

It may take a little practice to learn to handle the "Eagle," but those who have mastered it are better pleased with it, with each day's riding.

Apply for the agency for the Eagle in your town. Do not wait until it has been given to some one else.

---

**THE EAGLE BICYCLE MFG. COMPANY,**

**STAMFORD,**

**CONNECTICUT.**

Large Illustrated Catalogue Free.



# Our 1889 Catalogue IS NOW READY.

*Send your name and address and a copy will be mailed free.*

A Sample of our new Ladies Swift Bicycle can be seen at our Show Rooms,  
**239 COLUMBUS AVENUE.**



**THE · COVENTRY · MACHINISTS' · CO., · Ld.,**

**239 COLUMBUS AVENUE,**

**BOSTON, MASS.**



## QUADRANTS.

The above are two of our 1889 patterns specially suitable for the American market. Either pattern can be fitted with our beautiful NEW SPRING WHEEL for rough roads.

### TO AGENTS:

Agents in the principal cycling centers where we are not yet represented, desiring our sole district agency and possessing the necessary licenses for importation, will oblige by communicating IMMEDIATELY with MR. H. G. PRIEST, care of Bicycling World, 12 Pearl Street, Boston, Mass.

**Makers: THE QUADRANT TRICYCLE CO.,  
BIRMINGHAM, ENGLAND.**



A RIDER from Mason City, Iowa, writes and asks us whatever became of that proposed five-mile match between S. G. Whittaker and A. A. McCurdy, at Minneapolis, last January? Our answer is that nothing came of it except disgrace and chagrin. Just this and nothing more.

A YOUTH, who was once employed as office boy by us, sends a postal card, on which the following is indited: "What yer givin us? Yer talks by the tutor No. 1 never giv us no date at all, No. 2 sed it was 1940, and now No. 3 ses its 1890. Pretty mess yer makin sence yer gave me the sack, aint yer? If I warnt a better offis boy than the chump youve got now Id put my hed in a bag."

AN exchange remarks: "Every bicyclist should use his personal influence to secure good roads, but his duty does not require him to get off his wheel over the handles and smooth the highway down with the back of his neck."

MR. T. B. BRUCE, the Secretary of the Providence Tournament Committee, writes: "On the occasion of our tournament, May 30, we are going to work in tug-of-wars, foot ball, tennis, running foot races, feats of horsemanship and a broad sword contest on horse-back, and make a field day of all sports, but we shall, of course, make bicycling the main feature."

A WELL-KNOWN Chicago rider writes us: "What can be a greater testimonial to the smoothness of Chicago pavement than the two fatal accidents happening there, by wheelmen scorching on the asphalt. They simply fall, and then die. Good old Fred Boyden has just died, as you have learned. He was a member of the Illinois Club, and one of our crack amateur racing men. I was very sorry indeed to learn of this. He was a good fellow, big and tall, and the last man I should think would succumb to such an accident. I have fallen all over creation and only been razzle-dazzled three times so as to be actually unconscious. I was fatally injured once, only. It seems, however, that when you take a header on the asphalt, it smashes you flat. It is simply terrific the way the Chicago boys have been riding of late years. I never cross an asphalt street on foot, but I look up and down for bicycles, fearing for my life. And all through the summer months chronicles of accidents on the asphalt come in. Fred Boyden used to figure in them, too, he having tasted the asphalt seriously before. Now, it finally fetched him, alas."

At the recent athletic entertainment held under the auspices of the Plainfield, N. J., Bicycle Club, the sum of \$80 was cleared. The sports were excellent and consisted of foot, hurdle, sack and slow bicycle races.

THE Press Cycle Club, of Boston, was formally organized last Friday at the *Herald* office. Officers were duly elected.

The picture of Capt. Kendall adorns the pages of the *Wheel* of a week ago.

THE Cycle Club, of Chester, Pa., celebrated its first anniversary by a dinner, last week. Twenty men sat down to a nine-course banquet.

THE Press Cycle Club will have its initial run next Sunday. Capt. Kerrison will call a run to Salem! The worthy Captain evidently thinks that the members of the Press Club are all tough riders!

How to lay a track: Before you raise the corners, or even level off the ground, raise the requisite amount of dollars, and follow the instructions literally which are given in the last number, March 29th, of the BICYCLING WORLD. That's the best way.

THE time was when about every tenth man one met on the roads round Boston either sported the star of the old Boston Club or the Massachusetts coat of arms of the club bearing that name. But alas! now it is an event really worthy of mention to meet a rider carrying either one of those badges.

SENATOR MORGAN writes us: "I notice you are severe on the lady bicyclists, but please remember, Mr. Editor, that they are making their living at cycling, and as they are well behaved and intent on earning an honest living, I think their course is commendable. I do not think they will injure the sports or themselves so long as their appearance and conduct on and off the track is the same as it was at Omaha and Kansas City."

THE two miles National Championship race will be run at Providence May 30th.

THE Harvard Bicycle Club offer big inducements to those who are after glory and prizes, and also to those who enjoy a good afternoon's sport. See special announcement and also the advertisement.

THE Pennsylvania Club, of Philadelphia, has nearly two hundred members at the present time,

THE bicycle events to be run at the games to be held May 10th, under the auspices of the 12th Regiment, of New York City, are

attracting great interest from the racing of Gotham, Philadelphia and Brooklyn.

ST. LOUIS is also troubled with the soul destroying surface running method of "sprinkling" (?) the street.

W. IRVING WILHELM, of Reading, against whom judgment had been issued for the recovery of the champion cup, is determined that he will not give up his trophy to the Reading Bicycle Club, which claims it, if he can help it, and to-day through his attorney he took the case into court. In our last issue we gave the particulars of the case.

MISS EDITH PRATT has the honor of being the first lady in Elmira, N. Y., to ride a safety.

THE Wanderers of Toronto, Ont., have lately "swelled out" into larger and more commodious quarters.

THE idea seems to be developing that Baltimore will take the meet again for 1889.

WE hope to see the annual meet of the future take on more of the frugal simplicity of our Puritan fathers. Make it a pleasure to entertain, not a burden.

MR. J. L. YOST, who has just returned from southern California, was much surprised that cycling was not more popular in certain sections he visited, where, he asserts, the roads are very fine.

CHARLIE KLUGE, the "old timer," will take to the path once more this year.

JUST as the big organ in the Union Park Congregational Church of Chicago began to roar its Sunday night melody, a young woman in a snug-fitting dress and wearing a tall bonnet rode gracefully up to the side of the building on a sparkling new tricycle. When she alighted, she unfastened a strap which had held her Bible to the machine, and walked jauntily into the big entrance of the church. A red-faced policeman who paces down Ashland avenue from Randolph to Madison street housed the tricycle for its fair owner in a shed near Warren avenue. This is the way one pretty, dashing Chicago girl attends divine service.

THE Long Island wheelmen, of Brooklyn, N. Y., are celebrated for the generous way in which they entertain. There is no end to the enterprise shown by the committee in furnishing entertainment for its members and friends.

THE Omaha *Bee* in naming W. A. Rowe as professional champion of the world, does not really state the facts of the case. It is still a very open question as to which is the fastest, Howell Temple, or Rowe. Rowe holds all the world records from one quarter-mile up to the hour record; but in competition?

It is said by those who ought to know, that the county roads of Essex County, N. J., are the finest and best kept of any in the States. A party of Bostonians were lately taken over these Essex County roads. They aver that the suburban roads of Boston are "no where."

THE Leominster, Mass., *Enterprise* asks: "If the law recognizes the bicycle as a vehicle and gives the rider a right to travel in that way on the public streets, does it also give him a right to run his vehicle on the sidewalk? Some serious accidents happened last year by reckless bicycle riding on the sidewalk." To the query we answer: The law does *not* give the cyclist the right to ride on the sidewalk.

THE Kansas City *Journal* favor the formation of a "Society for the suppression and care of imbecile wheelmen." It will be the aim of the society to "provide a secure retreat for the sidewalk fiend, and for a number of other unclassified nuisances who bring discredit on bicycling."

MAKE a note of this: The entries for the 25-mile handicap road race, which takes place on Decoration Day, over the Milburn Irvington course, will close on May 10 with A. Barkman, 242 Broadway, New York city.

MR. A. HULL, of Elizabeth, N. J., has been "doing" Bermuda a-wheel. He says the roads make up in *quality* what they lack in *quantity*.

MAY 1st is the day that the Massachusetts Road Commission Bill will receive its quietus, or live as an evidence of advanced ideas in road maintainance.

THE New York *Press* is responsible in the following: "There are rumors of an approaching consolidation of ten of the most prominent city wheel clubs, which, if accomplished, will result in an extremely powerful wheel organization appearing in club circles."

THE Board of Directors of the Scranton, Pa., Bicycle Club entertained the members and lady friends at a hop last Tuesday night.

MR. CHARLES RICHARDS DODGE is now in Europe. A letter from him, dated Queenstown, announces safe arrival. Mr. Dodge will remain abroad until about October 1st.



## Send to WARWICK CYCLE MFG. CO., Springfield, Mass., for Catalogue.

### LADIES' RECEPTION ROOM.

[ALL communication to "Ladies' Reception Room" should be addressed to Helen Grey, care of this office,—ED.]

I have been talking with a lady friend who was one of the first to ride the bicycle, and I find her enthusiastic in its praises. "I had my falls at first," said she, "but beyond a few slight bruises I received no injury. I suppose I was a distressingly poor scholar, for it did seem to me that I should never conquer the untractable steed. But my teacher was patient to a fault, and I was persistent, and so success rested with me at last. For many weeks I rode 'on my nerves,' and I would come home after a ride quite exhausted in brain and body, but that is all gone now. I am as much at home on my bicycle as I am on a tricycle, and I am conscious of no more expenditure of nervous force on the one machine than upon the other. One attracts much more attention on the two-wheeler, and rude boys have some cutting remarks to make, but pioneers in any cause must make up their minds to that sort of thing and take it calmly. I can take my bicycle on the train; I can easily find room for it at home; I can go farther and faster than on a three-wheeler; I obtain many advantages in the two-wheeler that the three-wheeler does not and cannot have, and I think have sacrificed very little in making a change of mount." Thus experience speaks. Hear ye, what it says.

I am in receipt of a letter from Providence, in which I am told that the ladies of that city are all bound bicycle-ward. Miss Cooke and Miss Webb, both members of the club, have purchased two-wheelers and have learned to ride them. Other ladies have ordered wheels, and several are not quite converted, though willing to be Rhode Island hopes to send all its lady riders to Cottage City this year equipped with bicycles.

From all that I can hear I am inclined to say that it will be easier to enumerate the ladies who will ride tricycles this year than it will be to take the census of the bicycle riders. I am told that Mr. and Mrs. McArthur, of Malden, have taken a ride of forty-eight miles on their tandem and found it an easy task. Mr. Kilby and Mr. Atkinson, of theatrical fame, will be seen on double two-wheelers this season, and Messrs. Grimes and Nash, of Cambridge, will, with their respective ladies, ride the same kind of wheel. And who then will ride the tricycle? Ye who have been looking for the day when tricycles shall be cheap may yet be gratified.

"One may as well be dead as out of fashion," is an old saying. In modern times we should change the adage a little, and, adopting the slang of the street, which too often finds its way into the dancing room, we might be led to so far forget ourselves as to say, "If we would keep up with the procession we must adopt the popular craze of the day." It seems to me that the rush towards the bicycle is not far from a craze. There is a break-neck speed about it. The tricycle is thrown aside in contempt. "We want only two wheels," the impetuous ladies say, why encumber us with a third? And yet; the manufacturers have hardly begun to show us what they can do for ladies in the construction of a three wheeler. I firmly believe that the makers can give us a thirty pound tricycle that will carry a lady safely, with ease and comfort. A great many will adhere to the three wheeler. I sincerely trust that the makers will not be turned aside from their work of perfecting the tricycle with the mistaken idea that all the ladies want two wheelers.

I have received several suggestions relative to the shortening of the name "tandem bicycle." One writer suggests "Tanbike," and another thinks "Twoser" would be the proper word. A lady advocates "Tee Bee." I like the latter best of all though it is hardly the thing. I am aware that I am open to the charge of encouraging slang, but there is good slang and bad slang. Good slang can never be harmful, but both kinds, I regret to say, fix themselves upon the language and sooner or later smile at us out of the dictionaries.

Every once in a little while we are told that Mrs. Cleveland is going to ride a wheel. The story has come out again and this time we are told that she is having a tricycle built to order. I am afraid we shall have to dismiss this as an idle tale of venerable age. If the story had been recently concocted the writer would certainly have credited her with the intention of riding a bicycle.

HELEN GREY.

### DEATH OF H. C. SPAULDING, JR.

We regret to have to announce the death of Consul H. C. Spaulding, Jr., of Elmira, N. Y. The following is just to hand: "It is my painful duty to inform you of the death of Mr. Henry C.

Spaulding, Jr., of this city (Elmira, N. Y.). He died at 5.30 A. M. Friday, 12th, of typhoid fever, after an illness of only two weeks. All that careful nursing and skillful physicians could do failed to save him; and in his death this city loses one of its brightest and most respected business men, and the League of American Wheelmen one of its most loyal and hardest workers.

He was a great lover of bicycling, and was the League Consul from this district. He had made preparations to join the Elwell party of cyclers on their European tour the coming summer; but death has claimed him. He leaves many friends to mourn his loss."

### LOW BICYCLES AND DOGS.

WHAT safety rider has not noticed the appalling increase in the apparent number of dogs to be met with on the highway. It is ungraceful even if it were pleasant to hold ones leg horizontally while propelling the machine with the other and watching a huge bull dog trying to eat the rubber off the recently vacated pedal.

Who has not wished for various things at such a time, including perhaps, more courage. I do not advocate cruelty to even the yellowest dog, but there ought to be some means discovered by which we could indicate to the "Barker" family that their attentions are distasteful to us and in some way cause them to look upon a bicycle as a thing to be avoided. Sheet iron leggings have been suggested. But I think it should be something to apply to the dog, rather than to the innocent wheelman.

If the right thing be adopted it would be only necessary to apply it once to each dog. Whatever is used, it should not injure him permanently but should so act on his memory that he will hereafter regard a safety bicycle with suspicion. Some sort of Homeopathy many do in the case of those dogs whose names are "Carlo," "Jip" etc., but those of the "Touser" variety are less sensitive. Who will place his name among the great ones by giving us the much needed antidote?

STERLING ELLIOTT.

Newton, Mass., April 9th, '89.

### KANSAS DIVISION MEET.

The next annual meet of the Kansas Division will be held at Forest Park, Ottawa, Kansas, June 4th, 5th, and 6th. The managers are making every effort to have it the largest and most successful meeting of wheelmen ever held west of the Mississippi, not excepting the national meet at St. Louis, in '87. The race programme consists of twenty events, to be run on the 5th and 6th, and includes two State championships, and the half mile and ten mile National L. A. championships. \$600 will be given in prizes. The Ottawa wheelmen have secured the exclusive control of the park for the meet, and the track for the ten days' preceeding. The track, which has always been one of the best in the West, has been recently improved at a large expense, and will be in the finest condition for racing. It is hoped that eastern wheelmen will not be deterred by distance from attending. The prizes will be of a character to repay the expense and trouble of a long trip. A guarantee fund has been raised sufficient to pay all expenses and for all prizes, and everyone can rest assured that all promises will be faithfully carried out.

### THE LANCASTER, PA., MEET.

The Lancaster, Pa., Bicycle Club expects on the coming Fourth of July to outdo its efforts of last season and arrangements are already being made and everything at this early day points to success.

Last year we held a race meet in June at our driving Park. The track which is one half mile is exceptionally fine and all of the racing men spoke highly of the condition in which we had put it, and were all well pleased with the generous prizes offered.

Well it was "our first offense" but considering everything was very successful.

This year we intend to improve, and the annoyance to racing men of last season, of a crowd of wheelmen and citizens on the track which resulted from a misunderstanding all around will be absent. Races will be run in the morning and afternoon of the 4th. At the last monthly meeting an amendment to the by-laws was passed making the Lancaster Bicycle Club again a League Club.

We are all live and active wheelmen, and wheeling was never up to such a "high water mark" as now, and we hope any wheelmen coming through Lancaster will give us an opportunity to show our hospitality and interest in cycling affairs.

D. F. GROVE,  
President Lancaster B. Club.



# COLUMBIA 'CYCLES. Weed Sewing Machine Co., Hartford,

GENERAL AGENTS FOR CONNECTICUT.

AGENTS WANTED IN UNOCCUPIED TERRITORY.

## HARVARD BICYCLE CLUB RACE MEET.

THE Harvard Club will hold a race meeting on Holmes' Field, Cambridge, Mass., Saturday, May 11, and below we give the programme:

One-mile safety, handicap, open, 100 yards limit—First prize, Kodak camera; second prize, Columbia cup, given by the Pope Mfg. Co.; third prize, Flobert rifle. Quarter-mile bicycle, scratch, open—First prize, Anthony's lilliput detective camera, given by Barker & Starbird, 56 Bromfield street, Boston; second prize, Smith & Wesson hammerless revolver; third prize, "Pettitt" tennis racket. One-mile interscholastic, scratch, open to all preparatory schools in Massachusetts—First prize, sole leather travelling bag; second prize, "Sears' Special" racket; third prize, silver cup. One-mile bicycle, handicap, 120 yards limit, open—First prize, Meyrowitz Bros. yachting glass, given by the Coventry Machinists' Co.; second prize, travelling bag; third prize, engraved silver cup. One-mile bicycle, 3.20 class, scratch, open to members of H. B. C.—First prize, U. S. signal glass, given by Wm. Read & Sons; second prize, "Sears' Special" racket; third prize, engraved silver cup, given by Wright & Ditson. Two-mile tandem safety, scratch, open—First prize, two brass standing lamps; second prize, two stop watches; third prize, two engraved silver cups. Two-mile bicycle, handicap, 250 yards limit—First prize, Eagle bicycle, value \$130, given by Eagle Bicycle Co.; second prize, Kodak camera; third prize, Winchester repeating rifle; fourth prize, old silver cup.

The bicycle events are open to all two-wheeled, one-tracked machines, carrying one rider. The safety race is open to Rover type rear-driving safeties. Tandem safety race open to Rover type rear-driving tandems, road wheels only. Any race in which the number of entries shall warrant it will be run in heats. Entrance fee, \$1 for each event, except interscholastic; one-mile interscholastic, 50 cents. Entries close Saturday, May 4th, at 12 P. M. Right to reject entries reserved. Entry blanks can be procured of R. H. Davis, 153 Brattle street, Cambridge.

The racing tracks, of course, will be laid on the main floor, one for amateurs, and one for professionals.

## RACING AT NEW ORLEANS.

ON March 31st, the much postponed race for the Batson Medal took place. The course was from the Toll Gate to West End, a distance of three miles. The day was lovely, the race was fine, and the boys were all happy. There were sixteen entries, but only twelve started. The race was won by Foster DeBuys with E. M. Graham, Grivot, Renaud, M. S. Graham, Frederic, Hathorn, Hill, Angamar, Nathan, Bogel and Harris following in the order named. The fastest actual time made was by E. M. Graham who rode a safety, his time being 11.49 for the three miles over a shell road and against a strong head wind.

C. H. Fenner, R. G. Betts, C. M. Fairchild and M. B. Sprigg were the officers of the race.

DeBuys, Nathan and Grivot made their "debut" on the racing path in the above race. .  
NOKOMIS.

## PROVIDENCE RACE MEET.

THE Rhode Island Wheelmen, of Providence, R. I., having decided to hold a tournament Decoration Day, May 30, 1889, at the far-famed Narragansett Park, a few remarks perhaps would not be out of place, as regards the track, etc.

The Narragansett Park was laid out by the Spragues, regardless of expense, to be the best track in the United States, and to say that they were successful is unnecessary, as the track, grand stand and grounds prove to all who see them.

Rowe, after he made his first mile in the remarkable time of 2.39 at Springfield, came to Providence the same year and made 2.39 at Narragansett Park, and it is proposed to have the track in equally as good shape, if not better, for time and records as then.

The accommodation for transit is the best, as it is intended to run a train from Boston straight to grounds, without change. Horse cars run to gate.

The following will be the bicycle events, to be run under L. A. W. rules: Two-mile national championship, one-mile novice, one-mile team race, three-mile State championship, one-mile safety championship of State, two-mile safety open, one-mile safety handicap, one-mile tandem safety, two-mile tandem safety handicap, one-mile open, one-mile handicap.

B. T. Bruce is elected Secretary of Executive Committee, and G. L. Cooke Treasurer.

## NEW ORLEANS.

THE following is the programme of the New Orleans Bicycle Club's races for the Hill Cup: May 18—From Valence street to Carrollton,

on St. Charles street.

June 22—From Halfway House to first bridge at West end.

July 20—From Lee' Circle to West end, via Carrollton avenue.

Aug. 17—From corner of Claiborne and Canal streets to Spanish Fort.

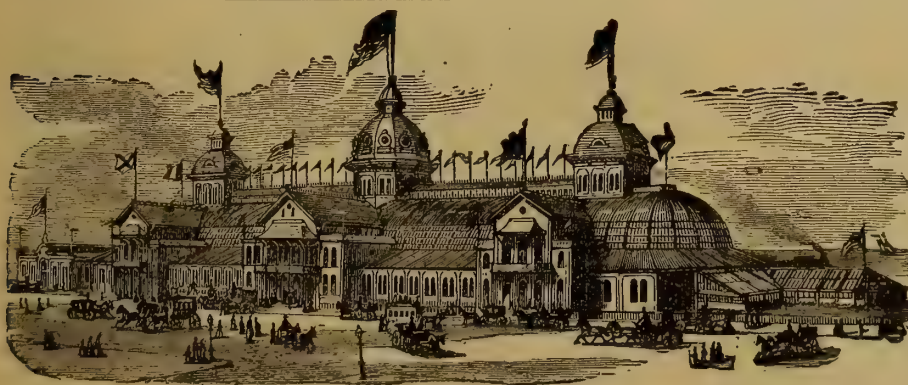
Sept. 21—Heat race at Audubon Park.

The Racing Board having charge of these contests is composed of Messrs. C. P. Chapman, H. H. Hodgson, C. H. Fenner and F. M. Ziegler, Jr.

## GREAT CENTURY RUN.

ORANGE, N. J., to Philadelphia, June 8, Saturday, via Newark, Elizabeth, Plainfield and Trenton. Rests and photos at Plainfield. Princeton and Trenton, with dinner (75 cents) at the latter place. Rendezvous on 7th at Mountain House, Mountain Station, D. L. & W. R. R. (wheels free; supper, lodging and breakfast, \$2.00; lodging and breakfast, \$1.50; first class). Start 4 A. M.; Trenton (65 miles) 1.30 P. M.; Philadelphia, 7 P. M. Average rate, 7 1-2 per hour.

Open to all wheelmen. Members of clubs in metropolitan district sign lists in club houses, all others send names to L. A. Clarke, Chairman and Secretary, 25 Broad street, New York City.



CHICAGO TOURNAMENT.

The Chicago Exposition building, in which the coming exhibit and tournament in that city is to be held, is by all means the finest structure for the purpose ever built. It is the largest roofed area in the world, without interior support, even the mighty Agricultural Hall, in London, being insignificant in comparison. In length it is 1,000 feet, in width, 240 feet, and in height, to the base of the flag-staff, 160 feet. The location of this leviathan is one of its principle charms. It stands on the lake front, 100 yards from the starting point of the great Pullman road race. To the south lies Michigan avenue, a magnificent boulevard for upward of a dozen miles directly south. To the north lie the approaches to Dearborn avenue, an asphalt road three miles in length, and Lake Shore drive, another famous boulevard, connecting the city with Lincoln Park. To the west is Jackson street, which the most popular of West-Side routes, running to Fairfield, Humboldt, and Douglas Parks. The city hall, all principal hotels, theatres, and railroad depots are within ten minutes walk of the building, which, in addition to being the largest, is doubtless the most centrally located in America.

Around the side of the structure runs a gallery, varying from twelve to thirty feet in width. It is over 500 yards in circumference, and on it several records were made four or five years ago.



## THE ROXBURY CLUB BALL.

As usual, the ball given by the Roxbury, Mass., Bi. Club last Wednesday evening, was a great success, a repetition of last year's event.

Chief Consul Emery is the President of this club, and when we announce that fact it will be understood that anything the Roxbury's undertake will be done well.

The members of the club ride well, they dance well and they entertain most acceptably. We speak whereof we know, as personal experience has taught us.

Long may the Roxburys live to scorch on the road and play the generous hosts in the ball room.

## ESSEX BICYCLE CLUB.

THE tenth annual meeting of the Essex Bicycle Club of Newark, N. J., was held at Davis' parlors on Thursday evening, April 11th.

The reports of the several officers were most satisfactory, excepting that part of the Captain's "Log" which showed a falling off in attendance upon club runs. Action, however, was taken looking towards improvement in this direction. The Secretary reported a marked increase in membership since the last annual meeting. After transacting necessary business, which provoked some lively discussions, the club adjourned to the dining-room, to partake of the annual dinner. The toasts, although impromptu, were responded to with vivacity and wit, Elwood C. Harris responding to "The Old Guard," Wm. S. Righter to "Headers," E. Eugene Sargeant to "Individual Idiosyncrasies," Madison Alling to "Wheeling Sketches," F. W. Keer to "The Ladies," and S. N. Atwater to "Our New Members." A humorous poem by Herbert W. Knight was received with much favor, eliciting unbounded applause; followed by a general interchange of views on "Cycling," and the experience of several tourist members on the admirable roads in Bermuda.

## HIGH JINKS AT THE CHICAGO CLUB.

THE Chicago Club has been wrenched to its very centres over several questions. First, "Shall we play billiards on Sunday?" Laid on table—to die. Second, "Shall 'Birdie' Munger be admitted to honorary membership?" After several amendments offered by the sarcastically inclined, that Armaindo, Morgan, Eck and Whitaker be also admitted, Munger was elected and declared an honorary member. The result has produced "high jinks" in the Chicago ranks, and a special meeting is talked of to reconsider the motion and election.

"STROLLER."

## BUYING UP AMATEURS.

*Editor Bicycling World:* I think when any man comes out in print and makes the statements and insinuations that L. A. W. 820 does, under the above heading, he should be bold enough to sign his own name at the end of the article. I shall be glad to reply to No. 820 if he will be kind enough to tell us who he is, and where he comes from.

By kindly inserting these few lines in your valuable paper, you will oblige  
Yours very truly,  
490 Broadway, New York. SIDNEY B. BOWMAN,  
L. A. W. 6353.

## TOLEDO, OHIO, CYCLERS.

This club is composed of eighty-five of the most prominent and active young men in this city, and are very go ahead, as the L. A. W. members who were here last State meet, will testify. To end the winter season festivities, the club last Saturday evening, gave a "smoker" to its members and friends, and a very jolly and smoky time they had. Talk about smoke; well, we had several Africans to shovel it out of the back door, and it made 'em hustle to keep the room clear.

The first number on the programme was gnasium class drill, under the direction of Mr. Keller. The drill was very interesting, and showed the very satisfactory result of calisthenics in body building. The next on the programme was lunch and cider, and a very enjoyable feature it was. Covers were laid for one hundred, and after washing down the bread, and cheese, and ham, and olives, and pickles, topped with oranges, bananas, and apples, with cider, and pipes and tobacco were brought forth, clouds of smoke began to ascend upward, and speeches and toasts were launched upon the unsuspecting assembly. The opening remarks by the President, on "The Cycling Club," were well received. He reviewed the past and pictured the bright future that was in store for the club. "The wheel" was very ably and humorously replied to by T. S. Parkhurst, the local hits taking especially well. A solo; by Mr. Lewis, was exceptionally well rendered. The gnasium; by Mr. McKinnon, was handled in a very masterly manner, and elicited frequent applause. A quartette, composed of Messrs. Colton, Lewis, Hahn, and Love, sang the "Waiter Song" so well as to

call for an encore. Our guests; by Mert Robinson, who only rides a "four wheel," with horse attachment, won applause. Then the recitation, by Bert St. John, though last, was none the less amusing. As it was now getting to be very near Sunday, Mr. Lewis started the familiar song, "Auld Lang Syne," with everybody helping in chorus, and thus dissolved the Toledo Cyclers' smoker.

DI. VERNON.

## MY RESPECTS TO THE LADIES.

BY "JACK."

*Editor Bicycling World:*—I should advise every young man who contemplates taking an uninitiated lady out for a cycle ride, to first teach her indoors, preferably at a school, (what's the matter with Bidwell's for New Yorkers?) or in a very quiet country lane, where she can at least master the elements of cycle riding without the supervision of the dear public. But, no; they run the tandem up to the curb, the young lady is assisted onto the front seat, and away they go. The poor girl is soon tired of this (to her) unusually severe exercise, and besides making an exhibition of herself, is very likely never to get on a wheel again. If cycling is beneficial to woman-kind, (and in moderation and propriety I think it is,) then it is worth man's while teaching woman, and if worth teaching her, is worth *teaching her well*. There is no girl who will not profit physically by the exercise, if taught her in a proper manner. The American girl is pretty and strong, and should ride a cycle well. In England I have seen some eminently graceful lady riders, and oh, horrors! some who made me wish they had never been put on a saddle, so unsuitably were they dressed, so badly were they mounted, and so awkwardly did they pedal. There's nothing I like better than 'o take a pretty girl out for a spin, [We are with Jack on that point. Ed.] One who sits well and can pedal properly; but the awkward, shoulder-bobbing rider—never! My nerves won't stand that. I have *some* pride left yet. Every girl who is taught properly, and who consequently rides well, is a pioneer among her own sex; every awkward "shoulder-bobber," is a hinderance or deterrant to others who fain would learn themselves if it looked more graceful in others.

JACK.

## BETTER THAN PILLS.

A NASHVILLE, Tenn., exchange relates the following conversation which was overheard between two gentlemen:

"They were seated in a car, and the speaker, a man whose hair was tinged with the frosts of at least sixty winters, was telling his companion of his experience with this prevalent and peculiarly American disease. He had, he said, been troubled with dyspepsia for a number of years. He had tried many remedies, and had been under the care of many physicians, but each subsequent course of treatment had apparently only augmented the severity of the ailment. His last physician had prescribed for him for six months, and he had patiently and conscientiously followed his course of treatment, but to no purpose. Finally, finding that the disease would not yield to the potions prescribed, the physician told his patient to invest in a wheel. Having faith in the judgment of his medical adviser, he purchased a "trike." He had been riding it but a short time when he found that he could eat things which before would have been as repulsive to his stomach as a red flag to a bull in a big field. His appetite increased and in a short time he found himself thoroughly recovered, and wondered why this simple and effective remedy is not more generally adopted."

## BALTIMORE AGAIN—OR WHERE?

A CORRESPONDENT from Baltimore, who signs the *nom de plume* of "Skib," sends us a copy of a letter from President Luscomb, addressed to the chief consul of the Maryland division, asking that officer to confer with the members of that Division to find out if they wish to hold the 1889 meet at some place in the State—presumably Baltimore.

The following very sensible suggestion appears in President Luscomb's letter: "I would suggest in considering the advisability of your Division undertaking the meet of 1889, that extensive and expensive entertainment be done away with; that the assembling of the League be upon simple principles for the general advancement of wheeling interests, the promotion of the welfare of the League, and the interchange of opinions and ideas upon all matters connected with wheeling and our organization. The object should be to bring our members together for mutual acquaintance, discussion, and enjoyment from the wheelman's standpoint."

Our correspondent then says that the chief topic of conversation among wheelmen was the letter aforesaid. That many looked on it as a complementary recognition of the Division's efforts of last year, while he, the correspondent, was of the opinion, from



"its general tone," that this letter was of a "circular" nature, and had been sent to all Divisions alike. He points out that the tendency of the past meets is bad, because each year the attempt to outdo and excel the generosity displayed in free entertainment, is discouraging and pernicious. As run during the past three or four years, "League meets" have been a strain on the pockets of the local cyclists and merchants of the cities where the meets have been held, to say nothing of the demand on the valuable time of the local men. In a nutshell, these meets are getting to be an expensive burden, and usually a city having *once* generously entertained, is not anxious to again take up the burden in a hurry.

"Skib" continues: "As the by laws provide that the Executive Committee shall decide on the place of the annual meet at the February meeting of the National Assembly, let the committee so appoint time and place for the holding of the annual meet; let the proper officials confer with the Division wherein the committee determined to meet, and make the necessary arrangements. Not for an elaborate form of free entertainments, but for a business meeting as required by the Constitution, and if desired a race meet to run off the championships, and any other form of entertainment they may desire, *but let the members attending such meets pay for same*, and if any profits are derived from them let it go to pay the National Association, and likewise let the national body stand all losses. If the local clubs see fit to provide any entertainments, such as open houses, etc., all well and good. But do away with this practice of offering to those attending league meets, a long list of free entertainments. These meetings are already looked upon more as an "annual frolic" than a business gathering. I do decidedly score myself as one opposed to league meets as held of late years.

But what has all of the above to do with holding the meet this year in Baltimore? Only this: If the Maryland Division is to be called upon to manage another meet similar to the one given last year, I for one (and I think four-fifths of the other members in the State will agree with me) am opposed to it, and I would use all my endeavors to defeat such a move. On the other hand, if the Executive Committee sees fit to name Baltimore as a place of meeting, I would be glad to see the meet come to our city, and I am satisfied that the Maryland Division would profit by it. It is customary for the clubs of Baltimore to have a race meet once a year, and sometimes twice. Then why not have the League meet here at that time? and whatever profits are derived from the races, let half *or all*, be turned over to the National Association to be used in defraying the expenses of a hall for holding the business meeting. A two days' meet could be arranged with very little trouble or expense. First day—Morning, business meeting; afternoon, runs through parks, suburbs and points of interest; night, if the clubs see fit, and no doubt they would, could be spent in visiting the various club houses where open house could be held; in this way the first day could be spent quietly but pleasantly. Second day—Morning, parade, if desired; afternoon, races; night, attend theatre or take a trip down the bay, as fancy may dictate. This plan is just in brief, but nothing is impossible, and I believe a meet held on the lines of the above would be very pleasant, either in Baltimore or anywhere else, and would be of more benefit than one of the old time frolics, both to the Division and to the National Association. It may not bring as large a list of visitors, but I venture to say that more in a business way would be accomplished, for the reason that those who attend meets for a grand frolic would stay at home, and those who have the interest of the organization at heart would attend, and further the interests of the L. A. W. and cycling generally."

THE Western Arms Co., of Chicago, report big sales of the new Rapid Cycles.

MR. S. T. CLARK, of the Clark Cycle Co., has gone to England. The trade in the new Rapids imported by this firm is reported as very satisfactory.

THE Capital Cycle Co., of Washington, D. C., report that of the seven forms of Psycho Safeties they sell 40 of their drop frame Psychos, suitable for both sexes, to one of their straight frames. This would indicate that the machine of the future is to be a safety wheel suitable for both sexes. This is as it should be, and will do much to disprove the statement that a bicycle is a "selfish" machine. We predict a prosperous future for this company, as the army of lady bicyclists increases daily. This company *not only* introduced ladies' bicycles, but has actually put on the market this season four weights of bicycles suitable for ladies, weighing 34 lbs., 39 lbs., 44 lbs. and 50 lbs.

MESSRS. SCHOVERLING, DALY & GALES have now the new stock of Wright & Ditson's well known Lawn Tennis goods, including their Sears' Special, New Pettitt and other rackets, Championship balls, adopted by all the leading associations, Columbia markers, Pettitt's shoes; also A. J. Reach's base ball supplies. They have also added a complete line of lawn tennis blazers, caps, belts, shoes, pants; an entirely new feature in blazers, in which they can supply any color or combination of colors, and would gladly send sample coats on approval. We think a visit to their store would amply repay any one. Agents for New Mail, Ideal, Vineyard, also a complete line of boys' safeties.

J. R. RHEUBOTTOM, on page 507, makes a pretty good offer to any one wanting a Gamera, a Roadster or a Racer.

J. W. EGOLF, Spring City, Pa., writes: "Find enclosed cheque for Special Premier safety. The machine is giving good satisfaction. Please deliver the popular safety as soon as possible."

FOR business men, the Daily Cash Balance Book, published by W. L. Surprise, of Memphis, Tenn., is certainly a valuable addition to the counting room. See his advertisement, and send to him for a facsimile sheet.

WE were walking down town the other morning, when we saw a handsome van, the body of which was painted a beautiful light sage green picked out with black, the wheels were lemon, lined with black, and the springs were painted a rich scarlet. A pair of large and sleek horses drew this wagon. On the panels of the van was painted the legend: "Singer & Co., Bicycles and Tricycles, 6 and 8 Berkeley Street." So the trade moves on!

LETTERS from the St. Georges Engineering Company report big sales and large orders from this country. They add: "Our order book for English trade proves that the ordinary here is more popular this year than it was last."

IN a personal letter to J. Purvis-Bruce—"Jack"—Mr. Wm. Edwin Haskell, proprietor and editor of the *Minneapolis Tribune* (the cleanest and most progressive paper in the Northwest), on whose staff "Jack" some time ago did the sport and "cycling" work, writes as follows: "I am doing some bicycling myself now, and am riding, with a good deal of benefit to my health, one of the new Victor Safeties." Mr. Wm. E. Haskell is a son of Mr. Haskell of the *Boston Herald*, and has long taken an interest in cycling, owning the first tandem that ever came to Minneapolis, many years ago. His paper has long been favorably regarded by cyclists throughout the Northwest, as it has always been a champion of their wants and interests.

## THE KODAK CAMERA---FOR WHEELMEN.



Price, \$25.00.

THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and pressing a button.

One Hundred instantaneous views may be made without reloading, and a knowledge of photography is unnecessary. The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The "Kodak" is an article which every wheelman should possess, and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

Send for copy of Kodak Primer, containing Kodak photograph.

**The EASTMAN DRY PLATE AND FILM CO**  
**ROCHESTER, N. Y.**



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street, BROOKLYN, N. Y.



# 5% SAVED.

## By buying BICYCLES of W. D. CLOYES,

### Cortland, N. Y.

#### Second-hand Wheels Wanted Established 1879.

**New "ACME" BICYCLES**

Rubber Tires.

Factory Price. Our Price.

|          |         |         |
|----------|---------|---------|
| 52 in... | \$60 00 | \$57 00 |
| 50 in... | 55 00   | 52 00   |
| 48 in... | 50 00   | 47 00   |
| 46 in... | 45 00   | 42 00   |
| 44 in... | 40 00   | 37 00   |
| 42 in... | 35 00   | 32 00   |

All wheels furnished with Tool Bag and Tools.

**SAFETY BICYCLES**

SEND FOR CATALOGUE.

Small Boys' 20 in. wheels, with parallel bearings... \$25.00  
 Large Boys' 24 in., with brake and mud guards... 35.00  
 Ladies' or Men's 30 in., ball bearings to both wheels... 50.00  
 Ladies' or Men's 30 in., ball bearings ALL OVER... 60.00

ST. LOUIS, E. C. MEACHAM ARMS CO.

FOR SEASON OF 1889.

**SAFES AND ORDINARIES.**

All Styles, Grades and Prices.

ST. NICHOLAS WFG CO.

247 N. MADISON ST. CHICAGO.

**MY CYCLING LOG BOOK.** By "Papa" Weston.

The transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised. It has a want often felt by the cyclist who values records of interest for future reference. Price, post paid, \$1.25 for sale by Bicycling World Co., 12 Pearl St., Boston.

Postage stamps not received in payment.



**LEAGUE HEADQUARTERS:**  
 12 Pearl Street, Room 27  
**ABBOT BASSETT, Secretary.**

**WE** are under obligations to many members who have sent us literature regarding fire brick pavements. Our columns are nowso crowded that we cannot use the space we would like to give the subject, but we have sent all the papers to those parties who wished to get, through us, information regarding the pavement.

**THE** renewals are coming in very fast. We have at date of writing 3000 renewals on the books. On the even date of last year we had but 1125. If the pace keeps up we shall go far ahead of the best record.

#### Championships.

The 1-2 mile and 10 mile L. A. W. Bicycle Championships have been awarded the Kansas Division, to be run at their June Meet at Ottawa, Kansas.

CHAS. S. DAVOL,  
 Chairman L. A. W. Racing Board.  
 Warren, R. I., April 10, 1889.

#### Rhode Island.

The "Bristol Hotel" has been appointed League Hotel for Bristol. Rates, \$1.50 per day; meals, \$.35 each.

CHAS. S. DAVOL,  
 R. I. Chief Consul.

#### Philadelphia.

Please inform me if the L. A. W. has a representative in Philadelphia, if so, who is it and where can I find him? I do not seem to be able to get hold of any blank applications for membership to the L. A. W., being unattached. If I apply to any of my friends who are attached to local clubs, they invariably ask "Why do you not join our club?"

[Mr. Kirk Brown, 18 So. Broad street, represents the League in Philadelphia. He has offered to receive renewals or applications and forward to this office. This will be a convenience to Philadelphia members which they will appreciate.—SEC.]

#### District Handicappers.

District No. 1—The New England States—E. P. Burnham, 25 Park street, Newton, Mass.  
 District No. 2—New York and New Jersey—F. P. Priol, P. O. Box 444, New York City.  
 District No. 3—Pennsylvania, Delaware and Maryland—Geo. D. Gideon, 17 No. Seventh street, Philadelphia.  
 District No. 4—Mississippi, Louisiana, Texas and Arkansas—A. M. Hill, 115 Canal street, New Orleans.  
 District No. 5—Missouri and Kansas—L. S. C. Ladish, 3165 Oak street, Kansas City.  
 District No. 6—Ohio, Kentucky and West Virginia—John T. Huntington, Brush Electric Co., Cleveland.  
 District No. 7—Indiana, Illinois and Michigan—A. J. Street, 80 1-2 Seeley ave., Chicago.  
 District No. 8—Wisconsin, Minnesota and Iowa—S. F. Heath, 306 Hennepin avenue, Minneapolis.  
 Handicappers for the remaining Districts will be announced later.

CHAS. S. DAVOL,  
 Chairman L. A. W. Racing Board.

#### New York State Division.

Mr. M. L. Bridgman, of Brooklyn, is hereby appointed Vice Consul of this Division and will assume the duties of the office from this date.

I have this day appointed the *Wheel and Cycling Trade Review* the official organ of this Division.

W. S. BULL, Chief Consul.

Buffalo, April 10, 1889.

#### Illinois.

John Lord is hereby appointed Local Consul for Marcellus. Lester David, Local Consul for Streator. "Fey House," the League Hotel for Rushville, rates \$1.50, regular rates \$2. Hotel French, League Hotel for Evanston, rates \$2.00 per day.

Yours fraternally, W. A. DAVIS, C. C.

#### Pennsylvania Road Book.

The Pennsylvania Road Book has been promised to be ready for distribution by May 1st without fail.

J. G. CARPENTER, Sec. Treas.

#### Iowa Division.

Mr. H. B. Cropper having handed me his resignation and refused to any longer perform the duties of the Secretary-Treasurer's office, I have accepted same, and hereby appoint Mr. Fred Beach of this city to fill the vacancy until Mr. Cropper's successor can be appointed.

Members will please take notice and address all communications for the Secretary-Treasurer to Mr. Fred Beach, 412 Iowa avenue, Muscatine, Iowa.  
 Fraternally, ROBT. L. THOMPSON,  
 April 10th, 1889 C. C. Iowa Div.

#### Missouri.

Mr. Jno. B. Jennings having resigned the Local-Consulship of Moberly and vicinity, I have appointed Mr. F. A. Scott to fill the vacancy. Fraternally,  
 W. M. BREWSTER, C. C.  
 St. Louis, April 10th, 1889.

#### From the Racing Board.

To District Handicappers, Race Meet Promoters and Racing Men:

We now have the country divided into Racing Districts, in each of which is located an official League handicapper, who will attend to handicapping and classifying the racing men. Racing men are warned that to compete in a race not handicapped or classified by the proper official, means suspension from the race track.

For the benefit of all parties the following plan should be adopted as it will make the handicapper's work easier, insure the racing men fair handicapping and classification, and do away with much of the "kicking" always to be heard at the tape.

Promoters of Race Meetings should request (on the entry blank) each racing man, who enters a handicap race, to give the distance of the handicap and position at the finish, in his last two races. They should also request (on the entry blank) each racing man, who enters a class race, to give his best previous time for that distance, and also his best time for each shorter distance, than the race for which he enters. Every wheelman will readily see the advantage to be derived, if this plan is followed. Racing men must send in correct answers or be liable to suspension under clause 2 of rule 23. If they neglect to furnish this information, providing the Race Promoters request it, they are liable under the same rule. The clause, requiring that entries to handicap and class races, close seven days prior to date of contest, and that the lists be forwarded to the handicapper not later than five days previous, must be strictly followed. There is no city or town in any of the Racing Districts from which a letter, properly mailed, cannot reach the district handicapper, the lists be arranged and the same be returned in time for printing on the score card. In order to accomplish this the rule must be observed to the letter. If the promoters of the different race meetings will adopt this plan, it will save the Board from again amending the rules; otherwise we shall be obliged to make this plan, or one similar, compulsory.

The Racing Rules are in the hands of the printer, and will be ready for distribution very soon. We dislike to amend them so soon after their issue, and trust it will not be necessary.

Copies of the rules may be obtained of any board member, or of the handicappers by enclosing a two cent stamp for return postage.

CHAS. S. DAVOL,  
 Chairman L. A. W. Racing Board.

#### APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list to the following week.

List 185—Total 184—

BOSTON, April 19, 1889.

#### CALIFORNIA DIVISION—8—

##### Los Angeles Wheelmen.

21906 Bennett, A. H., 224 W. 2d st., Los Angeles  
 21907 Romero, Thos., 132 Aliso st., "  
 22069 Scheidler, Frank, 43 S. Spring st., "  
 22070 Gay, Arthur H., Willamette Lumber Co., "

##### Unattached.

21908 Allen, A. W., cor. 2d and Fort st., "  
 21907 Duque, B. V., 604 S. Hope st., "  
 21938 Hendricks, Frank, Kelseyville  
 22071 Seaver, Wm. H., 10 Front st., San Francisco



## CONNECTICUT DIVISION—8—

Athletic Wheel Club.  
 22035 Bell, Harry C., Portland  
 Danbury Wheel Club.  
 21957 Beal, R. C., Drawer K, Danbury  
 21958 Gillett, Chas. K., 30 Foster st., "  
 21954 Marsh, Edw. C., Rear of 275 Main st., "  
 21955 Wilson, Howard B., 261 Main st., "  
 Unattached.

21956 Blackman, Robert E., 47 Lake ave., "  
 22072 Case, Fred M., 16 Crown st., New Haven  
 22073 Reed, Walter P., Middletown

## DELAWARE DIVISION—1.

22075 Lofland, Zeadic H., 604 French st., Wilmington  
 DISTRICT OF COLUMBIA DIVISION—3.

Capital Bi. Club.  
 22074 Tyler, C. C., 1209 K st., N. W. Washington  
 Unattached.  
 21995 Dennis, Wm. Henry, 515 13th st., N. W. "  
 21976 McGlathery, Frank G., 704 13th st., N. W. "

## ILLINOIS DIVISION—14.

Alpha Cycling Club.  
 22076 Guthrie, Alfred, 6719 Perry ave., Normal Park  
 22077 Guthrie, Chauncy Joe., 6719 Perry ave., "  
 Illinois Cycling Club.

22108 Young, A. J., 107 Madison st., Chicago  
 22109 Wilson, F. S., 189 La Salle st., "  
 22110 Mason, Mrs. Geo. A., 841 W. Adams st., "  
 22111 Krause, F. F., 1403 Wash. Boul., "  
 22112 Redington, F. B., 831 Wash. Boul., "  
 22113 Garst, C. P., 845 Adams st., "  
 22114 Sauer, H. E., 285 La Salle ave., "  
 22115 Jordan, Scott, 499 Jackson st., "  
 Quincy Bi. Club.

21977 Evatt, Frank W., Wabash R. R. Office, Quincy  
 Lincoln Cycling Club.  
 22055 Gerould, F. W., 108 Madison st., Chicago  
 Unattached.

22056 Webb, Geo. S., Aurora  
 22036 Sherman, Roger, 300 Wash. Boul., Chicago  
 21960 Sullivan, Eugene J., Clinton and Jackson st., Chicago

21962 Henson, J. W., Clinton and Jackson st., "  
 21961 Gadey, C. H., Clinton and Jackson st., "  
 22078 Grice, J. B., Sandoval  
 22079 Heinly, Louis E., Danville

## INDIANA DIVISION—2.

La Porte Wheelmen.  
 21959 Suplivan, John L., Box 376 La Porte  
 Unattached.  
 22080 Lowrie, Frank D., Box 384, Portland

## LOUISIANA DIVISION—3—

N. O. Bi. Club.  
 21941 Sprigg, Bert M., 105 Gravier st., New Orleans  
 Unattached.  
 21940 McIntire, Robt. E. L., 21 So. Claiborne st., New Orleans  
 21939 McLean, H. P., 209 Ninth st., "

## MARYLAND DIVISION—19—

Potomac Wheelmen.  
 22015 Paisley, Wm. D., 80 Green st., Cumberland  
 22014 Defibaugh, Chas., 5 Hanover st., "  
 22005 Darnell, Victor, "  
 22006 Gardner, William, "  
 22003 Getzendanner, H., Central Station, W. Va. C. R. R., Cumberland

22012 Gurley, T. W., 116 Baltimore st., "  
 22000 Little, Sam'l S., 144 Baltimore st., "  
 22010 Laney, Hervey, "  
 22007 Porter, H. Virgil, Jr., "  
 22013 Ring, Chas. S., 38 Balto ave., "  
 22004 Roessler, L. C., 116 Balto st., "  
 22011 Smouse, Jno. R., "  
 22001 Smith, D. A., 96 Balto st., "  
 22002 Williamson, E. L., 67 Bedford st., "  
 22008 Wineow, J. D., "  
 22009 Zacharin, J. F., M. D., Ellerslie  
 22016 Green, F. L., Baltimore  
 22086 Shivers, Emanuel, 247 Pearl st., Baltimore  
 Unattached.

22017 White, Frank A., Box 318, Easton

## MASSACHUSETTS DIVISION—44—

Berkshire Rovers.  
 22018 Twing, Jesse A., 39 Eagle st., No. Adams  
 22019 Gifford, Chas. W., 14 Williams st., "  
 Chelsea Ramblers.  
 21964 Douglas, Wm. H., 128 Shurtleff st., Chelsea  
 Dorchester Bi. Club.  
 21942 Churchill, Jas. B., Plain st., Boston  
 22034 Clark, J. F., Pumping Station, Dorchester  
 F. R. Cycle Club.  
 21970 Borden, Frank H., Box 3, Fall River

## Outing Wheel Club.

22024 Lotze, W. G., 407 Main st., Springfield  
 Springfield Bi. Club.

22025 Grime, Geo. C., 70 William st., Springfield  
 Taunton Bi. Club.

21967 Hart, Frank W., care Davenport & Mason Taunton  
 Unattached.

21978 Morrell, George W., No. Beacon st., Allston  
 21979 Clayton, Geo. H., 85 Cabot st., Beverly  
 21980 Hanners, Wm. P., 21 Knowlton st., "  
 21963 McGinley, Jas. M., 58 Alpine st., Boston  
 22037 Pope, Albert L., 378 Commonwealth ave., "  
 22038 Kelley, John H., care J. P. Lovell Arms Co., "  
 22035 Clap, H. E., Box 54, Attleboro Falls  
 22118 Wrightington, Chas. N., cor. Francis and Perry sts., Brookline

21966 Corey, W. K., "  
 22027 Taylor, W. B., care W. I. Taylor, "  
 21981 Pratt, Ernest L., 14 Le st., Cambridge  
 21965 Chapin, G. Edwin, 2 Wallace Ct., Charlestown  
 21943 Connelly, Timothy L., 243 Wash. st., Dorchester  
 21948 Ford, Harry F., 19 Pecker st., Haverhill  
 21940 Guild, Irving T., 120 Johnson st., Lynn  
 22057 Neal, Arthur W., 24 Sachem st., "  
 21969 Robson, Louis E. K., care Rubber Shoe Co., Malden

21944 Klein, W. J., Box 168, Malden  
 22020 Bodley, Harry I., Box 294, No. Adams  
 22021 Locke, A. W., 8 Pleasant st., "

22039 Morse, Brad. P., Palmer  
 22022 Peakes, Chas. E., Roslindale  
 21947 Russell, W. L., 136 Dudley st., Roxbury  
 21945 Dunlap, A. J., So. Egremont  
 22023 Nickerson, Fred. A., Box 1466, Springfield  
 21968 Robertson, J. W., 8 High st., Taunton  
 22026 Goodwin, John M., Box 72, "  
 22116 Brown, Chas. R., 3 Mountain ave., Malden  
 22117 Bicknell, Wm. J., 27 Fountain st., Roxbury  
 22119 Frost, Thomas B., City Hall, Chelsea  
 22081 Stevens, Mrs. G. W., Huntington House, Cortes st., Boston

22082 Greenway, Miss A. B., 239 Columbus ave., "  
 22083 Menns, Victor E., 12 Wellington st., "  
 22120 Hanson, Clarence, Room 22, 53 Kilby st., "  
 22121 Richards, Frank W., Babcock st., Brookline

## MICHIGAN DIVISION—9.

Unattached.  
 22042 Connow, Colin M., Alpena  
 22041 Kimball, Fred A., "  
 22043 Maiden, W. R., "  
 22044 Davis, C. D., "  
 22045 McRae, Geo. F., "  
 22046 Prince, Will A., "  
 22047 Richardson, F. L., "  
 22048 Churchill, H. D., "  
 22040 Millard, Harry E., cor. Monroe and Altonia sts., Grand Rapids

## MISSOURI DIVISION—5.

St. Louis Cycle Club.  
 22087 Silverburg, Eli., 1311 Blair ave., St. Louis  
 Unattached.

22061 Bauer, Edw., 1226 Hickory, St. Louis  
 22059 Flesh, Edw. M., Collier Shot Tower Co., "  
 22058 Houser, Daniel Malott, Jr., 1624 Chouteau ave., St. Louis  
 22060 Wilcox, W. H., 3323 So. 9th st., St. Louis

## NEW HAMPSHIRE DIVISION—3.

P. E. A. Club.  
 22033 Thomas, Elmer Robert, Box 564, Exeter  
 22034 Smith, Sanford M., Box 422, "  
 Rockingham Bi. Club.

21949 Purington, M. H., Portsmouth  
 NEW JERSEY DIVISION—3.

Hudson Co. Wheelmen.  
 22088 Demmert, W. C., 264 Summit ave., Jersey City  
 Unattached.

22049 Beach, E. W., 11 Spring st., E. Orange  
 22059 Terhune, P. C., Box 31, Hackensack

## NEW YORK DIVISION—20.

Auburn Cycle Club.  
 22063 Smith, Goldsborough C., 71 Genesee st., Auburn  
 22064 Storke, Willis J., 140 North st., "  
 22065 Leonard, L. F., 93 E. Genesee st., "  
 Newburgh Bi. Club.

22067 Rogers, John B., 54 Grand st., Newburgh  
 Buffalo Bi. Club.

21985 Boughton, Wm. E., 344 Hudson st., Buffalo  
 21984 Denny, Jesse D., 453 Main st., "  
 21980 Hayes, Chas. E., Cosack & Co., "  
 21987 Hopkins, Walter G., 2 Austin Bldg., "  
 21988 Jewett, Jno. E., care J. C. Jewett Mfg. Co., "  
 21982 Mason, Albert A., 67 B'd of Trade, "  
 21986 Wardwell, Frank C., 235 Hudson st., "  
 21983 Wayland, Jno. L., Buff. Sav. Bank, "

Unattached.

21991 Zittle, Edward J., 613 Elm st., "  
 22028 Dornin, Arthur Evans, 52 West 55th st., New York  
 22062 Le Roy, Louis C., 226 5th st., "  
 21971 DeWolfe, E. R., 1418 B'dway, "  
 22066 Morrow, H. E., 354 West 56 st., "  
 21972 De Wolfe, Mrs. E. R., 1418 B'dway, "  
 21973 Terrell, Wm. H., 171 Woodworth ave., Yonkers  
 22068 Dean, Arthur E., 80 Court st., Binghamton

## OHIO DIVISION—5.

A. B. C.  
 22050 Ailes, N. C., Alliance  
 Harrison Wheelmen.

22091 Campbell, Harry O., Box 235, Harrison  
 Unattached.

21974 Eddy, John Whittemore, Buchel Coll., Akron  
 21990 Kester, Wm. F., Eaton  
 22090 Shefelton, J. E., Box 506, Chagrin Falls

## PENNSYLVANIA DIVISION—27.

Allegheny Cyclers.  
 22051 McClarren, W. T., 136 Webster ave., Pittsburgh  
 22052 Porter, Richard C., 447 Wood st., "  
 H. B. C.

21951 Weston, Wm. F., Honesdale  
 Erie C. C.

21992 Wernitz, H. G., Erie  
 21993 Morrison, W. L., 338 West 6th st., "  
 21994 Leslie, H. J., "

Lancaster Bi. Club.  
 22030 Keller, P. G., Cooper House, Lancaster  
 Oil City Wheelmen.

22093 Davis, Jno. F., Box 71, So. Oil City  
 Penn. Wheelmen.

21952 Boyer, Frank N., 230 S. 13th st., Reading  
 York Bicycle Club.

22097 Blair, Philips A. S., cor. Phila and Duke, York  
 22098 Heiges, Wm. S., 110 E. Market st., "  
 22099 Allen, Geo. L., 115 W. King, "  
 22100 Gable, B. Frank, 108 N. Duke, "  
 22101 Lehman, L. R., 5 E. Market, "  
 22102 Malt, David E., 133 Market, "  
 22103 Thomas, John H., 101 N. George st., "  
 22104 Keyworth, Wm., 1st. Bank, "

Unattached.

22029 Fry, Geo. N., Green Line, Oil City  
 22053 Keil, Augustus L., 211 So. 33rd st., Philadelphia  
 22054 McKee, Thomas M., care McKee Bros., Pittsburgh

21975 Biber, B. F., 505 Market st., "  
 22092 Miles, A. G., Oil City  
 22094 Criswell, Robert U., So. Oil City  
 22095 Perrine, J. N., Oil City  
 22096 Stephenson, Frank M., "  
 22105 McCready, W. S., 78 Poplar st., Allegheny  
 22100 Keyser, T. M., Box 74, Chambersburg

## VIRGINIA DIVISION—1.

Norfolk C. C.  
 22107 White, A. R., 29 College Place, Norfolk  
 WISCONSIN DIVISION—3.

Green Bay Bi. Club.  
 21953 Arthur, E. Alden, Box 613, Green Bay  
 Waukesha Wheelmen.  
 22022 Fuller, Warren H., Waukesha  
 22031 Reed, Geo. H., "

## NEVADA—I.

Reno Ramblers.  
 21950 Wilson, E. S., Reno

## RENEWAL LIST.

BOSTON, April 19, 1889.

| List No. 3         |     |                     |
|--------------------|-----|---------------------|
| California.....    | 41  | Tennessee..... 5    |
| Colorado.....      | 1   | Texas..... 1        |
| Connecticut.....   | 27  | Vermont..... 10     |
| Delaware.....      | 2   | Virginia..... 10    |
| Dist. of Col.....  | 8   | W. Virginia..... 7  |
| Illinois.....      | 120 | Wisconsin..... 0    |
| Indiana.....       | 7   | Alabama..... 3      |
| Iowa.....          | 15  | Arizona.....        |
| Kansas.....        | 5   | Dakota.....         |
| Kentucky.....      | 0   | Florida.....        |
| Louisiana.....     | 1   | Georgia.....        |
| Maine.....         | 2   | Mississippi.....    |
| Maryland.....      | 37  | Montana.....        |
| Massachusetts..... | 104 | New Mexico.....     |
| Michigan.....      | 14  | Nevada.....         |
| Minnesota.....     | 1   | South Carolina..... |
| Missouri.....      | 33  | Utah..... 2         |
| Nebraska.....      | 1   | Washington.....     |
| New Hampshire..... | 21  | Wyoming.....        |
| New Jersey.....    | 82  | Canada..... 1       |
| New York.....      | 130 | England.....        |
| Ohio.....          | 80  | Nova Scotia.....    |
| Pennsylvania.....  | 79  |                     |
| Rhode Island.....  | 4   | Total..... 875-202  |



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280 Broadway, New York.

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JAMES R. DUNN,  
Massillon, Ohio

SECOND VICE PRESIDENT,  
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309 Olive Street, St. Louis. Mo

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ABBOT BASSETT,  
12 Pearl Street, Boston, Mass

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Number

## Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—Enclosed you will find \$..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Date.....

Name,.....

Club,..... St. and Number, or Box,.....

References:..... City,.....

State,.....

Enclosed..... for Holder.

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is \$1.00; the Annual Dues are \$1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose \$2 with this blank on any date between date of paper and Oct. 30.

If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

Rec'd

Folio

LEAGUE OF AMERICAN WHEELMEN.

RENEWAL BLANK, 1889.

ABBOT BASSETT, Secretary, (Box 5267, Boston.)

Date..... 1889.

Enclosed find \$1 in..... for dues to April 30, 1890.

1888 Number,..... Name,.....

Original Number,..... Street and No. ....

Club,..... City,..... State,.....

Enclosed..... for Holder.

READ CAREFULLY BEFORE FILLING BLANK. Stamp must be enclosed if sender wants receipt. Otherwise the ticket must be the receipt. Don't Forget to send your Numbers. Don't send old ticket. Don't send checks for \$1. Write very plainly—PRINTING PREFERRED. Stamps of a denomination above two cents will not be received.



WARWICK CYCLE MANUFACTURING CO.,

SPRINGFIELD, MASS.

# WARWICK PERFECTION.

WEIGHT 49 POUNDS.

As perfect of control as a Tricycle. Adjustable for all Sizes.  
THE BEST ON EARTH. SEND FOR CATALOGUE.



A forged hardened steel chain guaranteed to stand a

**3000 POUNDS STRAIN.**

THE BRAKE EFFECTIVE AND OUT OF SIGHT.

"THE ONLY MACHINES FOR LADY OR GENTLEMAN."

Absolutely Wrought Steel throughout--No Castings.

THE PERFECTION OF CYCLE MECHANISM.

Wholesale Depots

W. W. STALL, 509 Tremont Street, Boston Mass., for Eastern Massachusetts.

HALPIN & CO., 13 Murray Street, New York, for New York State.

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D. SNITZER, 1012 Olive Street, St. Louis, Mo., for Southwest.

H. A. LOZIER & Co., 340 Superior St., Cleveland, O., for O., Pa., Ind., W. Va., and Tenn.

A. KENNEDY-CHILD, Supt. Agencies.





THE SAMUEL WINSLOW SKATE MFG. CO.,  
WORCESTER, MASS.

Manufacturers of Ice and Roller Skates and THE

## 'VINEYARD' BICYCLE.

STRONG, DURABLE and CHEAP.

As good as the best for road and business purposes.

FOR BOYS AND MEN.

| Diameter<br>Front<br>Wheel. | Front Tire. | Diameter<br>Rear<br>Wheel. | Rear Tire. | Weight all on. | Length of<br>leg inside to<br>sole of foot. | Price.  |
|-----------------------------|-------------|----------------------------|------------|----------------|---------------------------------------------|---------|
| 38 inch                     | 3-4 inch    | 14 inch                    | 5-8 inch   | 31 lbs.        | 27 inch                                     | \$35.00 |
| 44 inch                     | 3-4 inch    | 14 inch                    | 5-8 inch   | 33 lbs.        | 29 inch                                     | 40.00   |
| 42 inch                     | 3-4 inch    | 16 inch                    | 5-8 inch   | 35 1-2 lbs.    | 30 inch                                     | 45.00   |
| 46 inch                     | 7-8 inch    | 16 inch                    | 3-4 inch   | 38 lbs.        | 31 inch                                     | 50.00   |
| 48 inch                     | 7-8 inch    | 16 inch                    | 3-4 inch   | 39 1-2 lbs.    | 32 inch                                     | 55.00   |
| 50 inch                     | 7-8 inch    | 16 inch                    | 3-4 inch   | 41 lbs.        | 33 inch                                     | 60.00   |

Sold By all First-class Bicycle Houses in U. S.

Orders solicited from dealers. Descriptive Catalogue and discounts sent on application.

## The Springfield Roadster Bicycles Hold the World's Records.

|                                               |                                                                    |      |
|-----------------------------------------------|--------------------------------------------------------------------|------|
| No. 1                                         | Wheel, plain and cone-bearing, 50-inch,                            | \$75 |
| No. 2                                         | " ball-bearing, 50-inch, - - -                                     | 100  |
| No. 3                                         | " plain and cone-bearing, 46-inch,                                 | 75   |
| No. 4                                         | " ball-bearing, 46-inch, - - -                                     | 100  |
| No. 5                                         | " ball-bearing, 50-inch, - - -                                     | 110  |
| This wheel has tangent spokes and hollow rim. |                                                                    |      |
| No. 6                                         | Wheel, ball-bearing, 46-inch, - - -                                | 110  |
| This wheel has tangent spokes and hollow rim. |                                                                    |      |
| No. 7                                         | Volant Safety, 31 and 30-inch diameter wheels, ball-bearing, - - - | 115  |

SPEED,

SAFETY,

1889  
Catalogue Now Ready.  
Sent Free.

BEAUTY,

DURABILITY

SPRINGFIELD BICYCLE MFG. CO.,

178 Columbus Avenue, BOSTON, MASS.

Headers Impossible.

Best Hill-Climbers.

\$160

Erratum

\$160

### MARLBORO' CLUB NO. 2.

An error in plate of page 14 of catalogue of the Coventry Machinists' Co., printed in last week's World on page 494, gave the price of the MARLBORO' CLUB NO. 2, as \$100.

CORRECT PRICE IS \$160.

COVENTRY MACHINISTS' CO.,

\$160

239 Columbus Ave., Boston, Mass.

\$160



**HOLMES & CO.**

We call special attention to our New Circular for the coming season. We have added several new things to our list, which we trust the trade will appreciate.

## Jersey Fitting Garments

### Holmes' Thigh Stocking.

**IMPROVED.**

The attention of the Wheelmen and the trade is kindly called to our new Thigh Stocking. The enclosed cut gives a correct description of this stocking and its design, and needs no argument to show that they are the best thing that has been made for holding the stocking in position. They are Ribbed, Jersey-Fitting, and very elastic, regular made, double heel and toes. The form and proportions of the foot, heel, toe, ankle, calf and leg are perfect.

### Jersey - Fitting Stocking.

- 3—3. Full Fashioned, Narrowed at ankle in black, navy, League brown, grey mixed and any other color, \$1.50
- 3—1. Black, navy, grey mixed, stocking, \$1.25
- 1—1. Black, navy, grey mixed, stocking, \$1.00

Send for Illustrated Catalogue and Price List.

Manufactured by

**HOLMES & CO.,**  
109 Kingston Street, Boston, Mass.

**Browning, King & Co.**

406, 408, 410 &amp; 412



**Broome Street,**  
**NEW YORK.**

**The Only Official Tailors to**  
**the L. A. W.**

**PRICE LIST L. A. W. UNIFORMS.**  
**COAT, \$8.25. BREECHES, \$5.50.**

**Cloth, \$2.25 per yard.**

**Large Buttons, 5c. each.**

**Small Buttons, 3c. each.**

**BICYCLE and ATHLETIC GOODS.**

**The Kingston Knitting Co.,**

**OF BOSTON, MASS.,**

Manufactures, for the trade and clubs, the most beautiful line of Athletic goods made, and in the latest colors, in PLAIN, STRIPED and mixed cloths, in worsted, wool and Jersey spun cotton, for Bicycle riders, Gymnasium, Base Ball, Foot Ball and Lawn Tennis Suits, Rowing, Yachting and Bathing Outfits, Hosiery, Caps, etc., all from our special weaving, and for style, elasticity and durability cannot be excelled.

Our JERSEYS, KNEE TIGHTS, KNICKERBOCKERS, TRUNKS, and SUPPORTERS, are unsurpassed for good taste, comfort and easy fitting.

Many novelties in plain and ribbed suits and Sweaters.

Our prices are very reasonable.

Correspondence solicited.

**KINGSTON KNITTING CO.,**

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**SAFETY BICYCLES.**

Made by Gormully & Jeffery, "RAMBLERS."

"Springfield Roadster Co., "Volants."

"Overman Wheel Co., "VICTORS."

"Singer & Co., (Coventry, Eng.) "SINGERS."

"Indiana Bicycle Mfg. Co., "DANDIES."

Send for Bicycle Catalogue, FREE.

**MERWIN, HULBERT & CO.,**

26 W. 23d Street, New York.

**OPPOSITE 5th AVE. HOTEL.**



**IF YOU WEAR PANTS**

Buy no more Ready-made.

Send 6c. for Seasonable Samples, make selection, take your measure by our simple rules, and order our Celebrated \$3 Custom-Made

Pants, or finer goods, \$3 to \$8, by mail or express.

Coats, \$8, Vests, \$2.25, to match Pants.

Full Suits, \$13.25 to \$30, Overcoats, \$12 to \$30.

Bicycle Uniforms a Specialty.

Send 6c. for Samples.

**BAY STATE PANTS CO., Custom Clothiers**

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**HARLEM BICYCLE CO.,**  
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Agents for

**VICTOR CYCLES**

And all the Best American and English Wheels, Boys' and Girls' Bicycles, Velocipedes and Tricycles

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**REPAIRING A SPECIALTY.**

**Great value for 50 cents.**

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WILL ADJUST BEARING BOXES, TIGHTEN SCREWS, AND REMOVE HARD DIRT WITHOUT WASHING. THE WHEEL SCREW DRIVER, SPANNER, QUALITY, STIFFEST UNBLEACHED BRISTLES, FOR POCKET OR TOOL BAG. BY MAIL, 50 CTS. P.H. BERNAYS, LITTLE ROCK, ARK. FLORENCE MFG. CO. FLORENCE, MASS.

**FOR SALE BY THE TRADE.**

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By sending your Repair orders to us. We have all the facilities of the repair-shops in the cities, and our charges are about half as much.

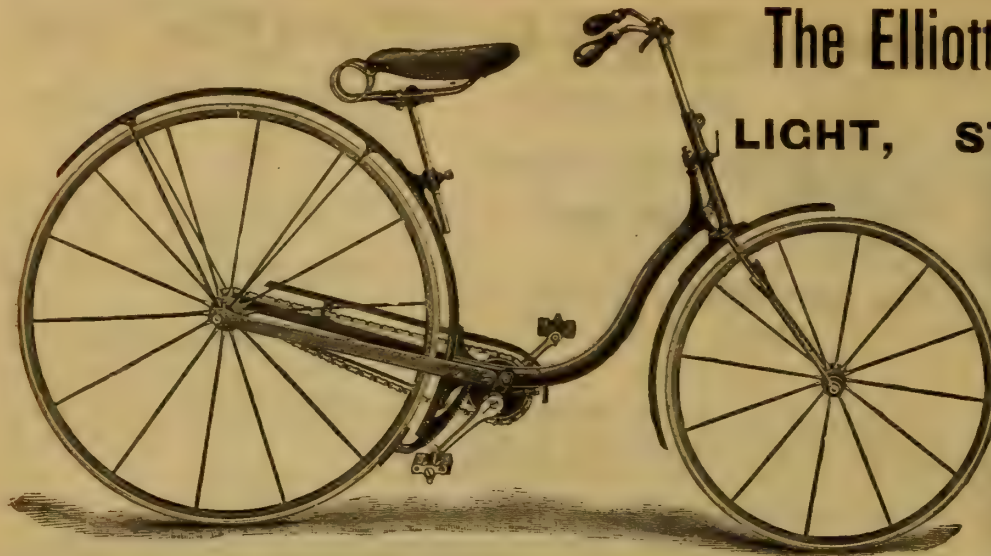
**SEEING IS BELIEVING.**

We sell new and second-hand wheels and cycling sundries.

**CLINTON CYCLE CO.,**

North High St., - - CLINTON, MASS.





## The Elliott Hickory Bicycle.

### LIGHT, STRONG, CHEAP.

The following answers a question recently asked us by a party who evidently reads the Cycling Papers:

No, we don't "think we make the best Cycle in the world, we *know* it; but the reason we don't say so is because such a statement would lack novelty and we should expect no one to believe it. We prefer to submit the wheel to your inspection.

**STERLING CYCLE CO.,**  
NEWTON, MASS.



### THE BEST SAFETY STAND EVER INVENTED.

Weighs but 3 pounds, is too small to be seen, and sells for 60 cts.

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18 So. Broad Street, Philadelphia,

### The Improved Buffalo Stand IS NOW READY.

This stand holds Ordinaries and Stars, and two of them will hold a Safety. The price is 30c. Discount to dealers.

**KIRK BROWN,**  
No. 18 So. Broad St., Philadelphia.

**SEND FOR LIST OF  
Second-Hand Wheels,**  
With terms of Easy Payments, to  
**KIRK BROWN,**  
18 So. Broad St., - Philadelphia.

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Will appoint Agents for their immense line of Sundries in all unoccupied territory.

#### SPECIALTIES.

Bundle Carriers, Hose Supporters,  
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Standard Gloves, Spoke Grips,  
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Caps, Belts, Jersey Suits, etc., etc.

**ORATON HALL, NEWARK, N. J.**

Store and Riding Hall open Evenings.

### DON'T

Botch up your machine with liquid enamel. We will finish your wheel in *best* baked enamel, and nickel the trimmings, for \$10.00. Parties with '83 Experts, can have their machines fitted with one-piece hollow bars and spades **CHEAP**. Send for descriptions to

**LINCOLN HOLLAND & CO.,**  
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## ELASTIC TIP CO.,

MANUFACTURERS OF

**Bicycle Handles of every description. Bicycle Tires, Pedal Rubbers, etc.**



|                                                      |                 |
|------------------------------------------------------|-----------------|
| Spade Handles, complete, full nickel,                | \$2.50 per pair |
| Forged Steel Spades in the rough with bolts and grip | \$2.00 per pair |
| Spade Grips, Vulcanite, any style,                   | \$1.50 per pair |
| Soft Rubber Handles, Pear Shape,                     | \$1.50 per pair |
| Tire Cement                                          | \$1.25 per box  |
| Electric Tape                                        | \$1.25 per roll |

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*Mould work of any kind solicited.*

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*Manufactures Bicycle and Athletic Goods.*

Our Bi. Jerseys, Knit Pants and Worsted Stockings are the best on the market. We make them to order and to measure. Try them and be convinced.

#### TESTIMONIAL.

JOLIET, Ill., February 11, 1889.

*Mr. Frank Fairbairn, Erie, Pa.:*

Dear Sir—The suits you made for the Joliet Cycle Club last summer have given great satisfaction to the members who purchased them, both in fit and wear. We corresponded with many other bicycle suit manufacturers and found your prices lower than any of them.

Yours very respectfully,

H. B. SMITH,  
First Lt. Joliet Cycle Club.



**SAVE MONEY. Before YOU BUY**

### BICYCLE OR GUN

Send to **A. W. GUMP & CO., Dayton, O.**, for Prices. Over 100 shop worn and second hand Cycles, Repairing and Nickeling. Bicycles, Guns and Typewriters taken in trade.

|                  | Factory Price. | Our Price. |
|------------------|----------------|------------|
| <b>NEW</b>       | 48 in. \$50 00 | \$27 00    |
| <b>ACME</b>      | 46 in. 45 00   | 25 00      |
| <b>BICYCLES.</b> | 44 in. 40 00   | 23 00      |

Rubber tires with tool bag and tools.

## Bicycle Dealers

Should not fail to write

**A. W. GUMP & CO., Dayton, O.,**

if they are in need of any

**Second Hand Bicycles.**

Describe what you want and about what price.

Mention this paper.



# Schoverling, Daly & Cales,

AGENTS FOR

**New Mail,**  
**VINEYARD, IDEAL**  
and other Bicycles.



AGENTS FOR

Wright & Ditson's  
**LAWN TENNIS**  
A, J, Reach Co's,  
**Base Ball Goods.**

**302 BROADWAY, NEW YORK.**

**SPRING OPENING.**  
**THE MOST COMPLETE STOCK**

—OF—

FOREIGN AND DOMESTIC

**Woolens**

IN THE COUNTRY.

**A New Feature**  
for this Season,  
**OUR \$18.00 SUITS**  
TO ORDER.

Estimates and samples cheerfully furnished for

**Uniform Suits,**

All the leading Cloths in Stock.

SATISFACTION GUARANTEED.

*Nicoll*  
The Tailor.

145 and 147 Bowery, and  
771 Broadway, cor. Ninth St.



One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 172 9th avenue, New York.

Official Outfitters to the League of American Wheelmen.  
Authorized by the Uniform Committee,

*Elmer W. Johnson*  
*A. Malcolm Beckwith* Committee.  
*W. B. Rimmer*

**Browning, King & Co.**

Official Tailors of the L.A.W.



406, 408, 410 &amp; 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L.A.W.

COAT, \$8.25, BREECHES, \$5.50.

Cloth, \$2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

**A. G. Spalding & Bros.**

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25

Shirts. League Regulation.....2.00

No. XX Fine Cheviot for hot

weather wear.....1.00

Stockings. Our celebrated Linen

Sole Stocking, League

color.....1.00

Belts. No. X Silk, Edge's League color,

white centre, Snake Buckle......50

No. XX Worsted Solid, League

color, Snake Buckle......40

Shoes. Our new L.A.W. Kangaroo Shoe,

hand made, light, strong, elastic.5.00

No. 1, Canvas, leather trimmings.3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits

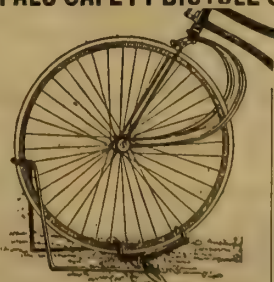
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**FOR YOUR SAFETY.**  
**The BUFFALO SAFETY BICYCLE STAND**

Firm, Strong, Portable.



Price, \$1.00.

**A. G. SPALDING & BROS.,**

Sole Agents,  
NEW YORK AND CHICAGO.

The trade supplied.

GET THE BEST!  
THE

**Standard**  
**Cyclometer.**

Greatly Improved  
for 1889.

No more Rattle.

Simplest and Best In-

strument ever Invented.

Made for all Safeties.

Registers 2500 Miles.

J. A. Lakin &amp; Co.,

WESTFIELD, MASS.

Send for Circular



## Read & Remember,

That Ladies can learn to ride  
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**ADELPHI HALL,**

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Only a few lessons necessary  
to become proficient.

Competent and experienced  
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Lessons private, only two pu-  
pils on the floor at one time.

Floor 80x100, affording ample  
space for satisfactory instruc-  
tions and practice.

Gentlemen also instructed in  
the use of the safety or regular  
bicycle.

Classes now forming.

Engagements for *lessons* may  
be entered in advance, and  
special hours reserved.

Applications for lessons should  
be made at my office.

Send for further particulars  
and terms.

**GEO. R. BIDWELL,**

313 W. 58th St.,

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## TIME PAYMENTS.

Write to us for information in regard to  
the installment plan. New or Second-hand  
machines sold on the above arrangement.

**ST. LOUIS WHEEL CO.,**

311 N. 14th St., - - - St. Louis, Mo.

**HARRY D. HEDGER,**

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**\$3.00**

**\$3.00**

**Toulmin's Buffalo Bicycle Shoe,**  
Made only of Genuine Kangaroo, 3.00.

Liberal Discount to Bi. Agents. Write for 1889 cir-  
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**W. B. TOULMIN, Buffalo, N. Y.**

## REPAIRS.

We have the only complete

**Bicycle Repair Shop**

In New York State. To the usual equipments re-  
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we have lately added a large

### ENAMELING FURNACE,

Which enables us to produce a finish in every respect  
equal to that of the best factories.

We are prepared to do

**Bicycle and Tricycle Repairing**

Of every description on short notice at prices as low  
as good material and first-class work will permit. A  
specialty made of Nickel Plating, Enameling difficult  
class of Brazing, &c. *Satisfaction guaranteed.*

Correspondence solicited.

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Successors to

E. N. Bowen's Bicycle Repair Business,

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Send for our new "Handbook of Pho-  
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Cycling Photographic Outfits a Specialty

## BARCAIN LIST.

**Second-hand Bicycles, Tricy-  
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FOR SALE BY

**Charles Schwalbach,**

PROSPECT PARK PLAZA, BROOKLYN, N. Y.

| No. | BICYCLES.                                                                                                                                                                     | Price.  |
|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| 79  | 42-inch Ideal, Plain Pedals, Enameled, Fair order.....                                                                                                                        | \$15.00 |
| 80  | 42-inch Ideal, Plain Pedals, Enameled, Good order.....                                                                                                                        | 20.00   |
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| 82  | 46-inch Ideal, Plain Pedals, Enameled, Good as new.....                                                                                                                       | 35.00   |
| 83  | 48-inch Ideal, Plain Pedals, Enameled, Good as new.....                                                                                                                       | 40.00   |
| 84  | 48-inch Columbia Expert, Ball Pedals, Cow-horn bars, Hollow, Full Nickel, and Wheel in Splendid order.....                                                                    | 80.00   |
| 85  | 48-inch Rudge Light Roadster, Enamel Finish, All good, Cowhorn Bars, Spade Handles, Ball Bearings, Kirk Saddle, A1 order.....                                                 | 60.00   |
| 86  | 48-inch Star, Noiseless Ratchets, Enamel Finish, Cowhorn Bars, Tires good.....                                                                                                | 65.00   |
| 87  | 48-inch Expert Columbia, Enamel Finish, Cowhorn Bars, Double Grip Handles, Ball Bearings, Kirk Saddle, A1 condi-tion.....                                                     | 100.00  |
| 88  | 49-inch Columbia Light Roadster, never ridden, used as a sample, '87 pattern, little shop-worn, all balls, same as new, warranted.....                                        | 110.00  |
| 89  | 50-inch Union, Enamel and Nickel Finish, all in good order, Plain Bearings and Pedals, Alarm Bell.....                                                                        | 35.00   |
| 90  | 50-inch Premier, Plain Pedals, Cowhorn Bars, Enameled Finish, and in good order, Lillibridge Saddle.....                                                                      | 50.00   |
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| 93  | 51-inch Columbia Light Roadster, '88 Pat-tern, new in June, only ridden a few miles, everything modern and equal to new.....                                                  | 110.00  |
| 94  | 52-inch Expert Columbia, Enamel Finish, Cowhorn Bars, Ball Bearings, all in A1 order with Kirk Saddle.....                                                                    | 100.00  |
| 95  | 52-inch American Challenge, with Harvard King Lamp, Drop Bars, Ball Bearings, Enamel Finish, all in good order.....                                                           | 40.00   |
| 96  | 52-inch American Rudge, Enamel Finish, Cowhorn Bars, Ball Bearings, fine order.....                                                                                           | 60.00   |
| 97  | 52-inch Rudge Light Roadster, Enamel Finish, Ball Bearings, Cowhorn Bars, pink of condition.....                                                                              | 75.00   |
| 98  | 52-inch Expert Columbia, Full Nickel, Ball Pedals, Victor Saddle, Cowhorn Bars and Wheel, in splendid order; a Cheap Wheel who gets it.....                                   | 80.00   |
| 99  | 52-inch New Mail, Enamel Finish, Nickel trimmings, Ball Pedals, Tangent Spokes, Hollow Cowhorn Bars, Ball Head and Wheel in good order.....                                   | 80.00   |
| 100 | 52-inch New Mail, Enamel Finish, Nickel trimmings, Ball Pedals, Tangent Spokes, Hollow Cowhorn Bars, Ball Head and Wheel has only been ridden 15 miles, and a bargain at..... | 100.00  |
| 101 | 54-inch Expert Columbia, Enamel Finish, Cowhorn Bars, Ball Bearings, Kirk Saddle, all equal to new.....                                                                       | 100.00  |
| 102 | 54-inch Standard Columbia, Half Nickel, Straight Bars, Ties in very fair order...                                                                                             | 30.00   |
| 103 | 54-inch Standard Columbia, same as above                                                                                                                                      | 30.00   |
| 104 | 54-inch American Rudge, Enamel Finish, Wheel in prime riding order, Cowhorn Bars, Ball Bearings.....                                                                          | 60.00   |
| 105 | 54-inch Standard Columbia, Enamel Fin-ish, a very strong and durable machine for beginners.....                                                                               | 30.00   |

TERMS CASH.

Machines sent C. O. D. on approval on receipt of  
freight charges both ways and cost of crating.

**MACHINES TO RENT by the DAY, WEEK or  
MONTH.**

Repairing a Specialty, all work done on the premises.  
Sole Agent for

**New Mail, Columbia and Olub Bicycles, Tri-  
cycles and Safeties.**

All Branches of the Bicycle Business, Riding Acad-  
emy with competent Instructor, perfect riding guaran-  
teed. All Sundries and Parts for Sale. It will pay  
you to send or call before buying elsewhere.



# HARVARD BICYCLE CLUB RACE MEET.

\$500 IN PRIZES.

Cambridge, Mass., Saturday, May 11, at 2.30 P. M.

## EVENTS.

1. ONE MILE Safety, Handicap, (open), 100 yds. limit.  
1st Prize, Kodak Camera; 2d Prize, Columbia Cup, given by the Pope Mfg. Co.; 3d Prize, Flobert Rifle.
2. QUARTER MILE BICYCLE, Scratch (open).  
1st Prize, Anthony's Lilliput Detective Camera, given by Barker & Starbird, 56 Bromfield Street, Boston; 2d Prize, Smith & Wesson Hammerless Revolver; 3d Prize, "Pettitt" Tennis Racket.
3. ONE MILE INTERSCHOLASTIC, Scratch, open to all Preparatory Schools. (Entrance fee for this event \$0.50)  
1st Prize, Sole Leather Travelling Bag; 2d Prize, "Sears Special" Racket; 3d Prize, Silver Cup.
4. ONE MILE BICYCLE, Handicap, 120 yds. limit (open).  
1st Prize, Meyrowitz Bros. Yachting Glass, given by the Coventry Machinists' Co.; 2d Prize, Travelling Bag; 3d Prize, Engraved Silver Cup.
5. ONE MILE BICYCLE, 320 Class, Scratch, open to members of H. B. C.  
1st Prize, U. S. Signal Glass, given by Wm. Read & Sons; 2d Prize, "Sears Special" Racket, given by Wright & Ditson; 3d Prize, Engraved Silver Cup.
6. TWO MILE TANDEM SAFETY, Scratch (open).  
1st Prize, Two Brass Standing Lamps; 2d Prize, Two Stop Watches; 3d Prize, Two Engraved Silver Cups.
7. TWO MILE BICYCLE, Handicap, 250 yds. limit, (open).  
1st Prize, Eagle Bicycle, value \$130, given by Eagle Bicycle Co.; 2d Prize, Kodak Camera; 3d Prize, Winchester Repeating Rifle; 4th Prize, Old Silver Cup.

Entrance Fee, \$1. for each Event. Fees must positively accompany entries, to be sent to

**R. H. DAVIS, 153 Brattle Street, Cambridge.**

All seats reserved, price 50 cts., for sale at

|                           |   |   |   |                             |
|---------------------------|---|---|---|-----------------------------|
| POPE MFG. CO.,            | - | - | - | 79 Franklin St., Boston.    |
| COVENTRY MACHINISTS' CO., | - | - | - | Columbus Ave., Boston.      |
| WRIGHT & DITSON,          | - | - | - | Washington St., Boston.     |
| WM. READ & SON,           | - | - | - | 107 Washington St., Boston. |
| LEAVITT & PIERCE,         | - | - | - | 738 Harvard St., Cambridge. |

Quincy, Ill., March 23d, '89.

**Cormully & Jeffery Mfg. Co.,**

**Chicago, Ill.**

Gentlemen--I am more than pleased with my '89 Rambler, and after an experience of six years, during which time I have ridden several different makes of high grade wheels, both of the safety and ordinary pattern, I am safe in saying that the Rambler is the easiest running wheel I ever rode.

The new spring, which, with the aid of the broken joint, allows the pedals and saddle to move together, is a big improvement, and in rough road riding it does not have a tendency to throw the power off the pedals, as in the case of the springs in other safeties.

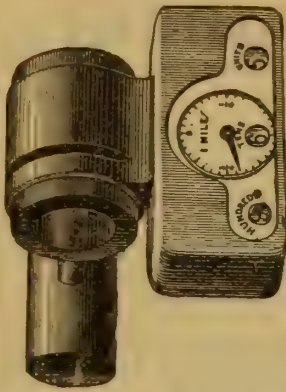
Yours truly,

**HAL S. OSBORN,**

**Capt. Rambler Cycle Club.**



Patented Feb. 15, 1887.



Ordinary Bicycle, \$10.00  
Safety Bicycle, \$11.00

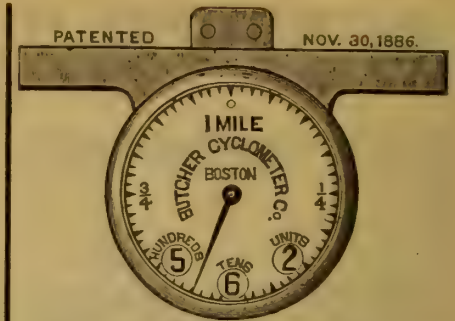
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Were measured with, and thousands of the best  
wheelmen use only the

## BUTCHER CYCLOMETER.

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**BUTCHER CYCLOMETER CO.,**  
338 Washington Street,  
BOSTON, MASS.



Many riders demand a spoke  
cyclometer. We furnish same  
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PRICE, - - - - \$5.00



Mails, &c. A very fine assortment of Second-hand Machines always on hand. **Do not fail to send for our Bargain List of such, before purchasing. List FREE upon application. Repairing in all its branches. Difficult Repairing a Specialty!!**

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City Agents for the H. B. Smith Machine Co., makers of the celebrated Pony Special Star, 39x24, Star Safety, &c.

Uptown Agents for Mess. A. G. Spalding & Bros. A complete stock of their unexcelled Sporting Goods.

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Use Punnett's Jersey Cloth Garments,  
and you will always be neatly and com-  
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Be sure and send for Samples and Blanks.

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Columbia Light Roadster, used one year, \$90.00; Singer, very good, \$85.00; Marlboro' Light Roadster, new last fall, excellent, \$115.00; Columbia Tandem, excellent, \$150.00; Marlboro' Tandem, '88 pattern, as good as new, \$165.00. The above are great bargains, and will only be sold for cash. Should you propose purchasing a Tricycle you will find it advantageous to write.

**WHITTEN, GODDING & CO.,**  
PROVIDENCE, R. I.

### REPAIRS

Of all kinds, and parts and sundries for all make  
machines at lowest rates. Shop worn and Second-  
hand machines in job lots to dealers. Great Bar-  
gains. Send for catalogue of the American Cycles.  
Rear Driver Safeties from \$12 upward.

**MURRAY'S,**  
243 Columbus Ave., Boston, Mass.

## New York Bicycle Co.

No. 8 Warren St.--No. 4 East 60th St.  
**NEW YORK,**

DEALERS IN

## New & Second-hand Wheels Of Every Description.

### Full Line of Cycling Accessories

Wheels Bought, Sold and Exchanged. Old  
mounts taken in Part payment for new Victors,  
Stars, Rapids, Clubs, Columbias, Eagles, New

Mails, &c. A very fine assortment of Second-hand Machines always on hand. **Do not fail to send for our Bargain List of such, before purchasing. List FREE upon application. Repairing in all its branches. Difficult Repairing a Specialty!!**

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fortably dressed. Club Uniforms a specialty.

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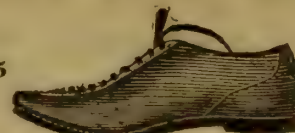
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MANUFACTURERS OF

### THE CHAMPION BICYCLE SHOE

Price \$4.75



OUR SPECIALTIES.

Running, Walking, Tennis Foot Ball and  
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Price \$4.75

These shoes are made from Kangaroo or Russet calf,  
and are noted for their light weight and durability.

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procured in the U. S. and  
all foreign countries.  
Cycle inventions a specialty.  
Reduced rates to members  
L. A. W. Pamphlet free. **HENRY CALVER,**  
Atty. at Law, Washington, D. C. (L. A. W. 20,836.)

## NOTICE.

That in addition to our Men's Bicycle Shoes, we  
have the best Ladies' Tricycle Shoe made. They are  
made on our Common-Sense lasts, with our Patent  
Flexible Shank attached. We can furnish them in  
sizes from 2 1-2 to 7, and A, B, C, D in with. Try them



Sent direct from factory, post paid.

Mens' No. 1, Hand Sewed and Hand Stitched, \$5.  
" " 2. " " " \$3.50  
Ladies' " 1. " " " 4.50

Liberal discounts to the trade and clubs.

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Randolph, - - - - MASS.  
No. 1 shoe bears our label, "Strickland & Pierce."

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American and English Cycles and Sundries.  
**First-Class Repairing ONLY.**

Every attention given to repairs from the South.  
Parts and Sundries Supplied for all Machines.  
RIDING SCHOOL OPEN SHORTLY.

## REPAIRING.

Send your wheels to us and save money. No fancy  
prices. The repair work will give you the best of  
satisfaction.

### CAMPBELL & CO.,

Dealers and Repairers,

33 Page St., Providence, R. I.

### S. L. HOUSE & CO.

BICYCLES



Psycho or Singer Safety  
Tandem Bicycle, \$200  
Ladies' Psycho, 145  
Gents' Psycho, 145  
Royal Singer, 140  
Singer Safety, 135  
Ladies' Singer, 135  
Apollo Safety, 99  
Courier Safety, 75  
Gypsy Safety, 60  
Wanderer Safety, 35  
Little Jewel, \$12 to \$25  
Send for catalogue.  
We give you the best  
the price will buy.

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## REPAIRERS If you want SPOKES.

Write to **BROWN BROS. MFG. CO., CHICAGO, ILL.**



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WEST RANDOLPH, Vt., Sept. 21, 1888.  
H. B. SMITH MACHINE CO.

Dear Sirs—Enclosed find check to balance account for 39x24 Star. It is the best wheel I ever rode. Have surmounted hills that no one ever thought could be ridden, and generally confirmed the other safety riders as to speed as well. Yours truly,

L. P. THAYER.

to speed I think there is little if any difference. Truly yours,

FRANK C. BLODGETT.

NORWICH PHARMACAL COMPANY.  
Laboratory and office E. Main St.

NORWICH, N. Y., March 25th, 1889.

H. B. SMITH MACHINE CO., Smithville, N. J.

Gentlemen—I ride a 48-inch Special, and am more than suited with it. This is the third season and it is as sound as a new wheel. I never had a spoke grip on it yet.

Yours truly,

M. P. GREEN.

easiest wheel up hill I ever rode, and under favorable conditions has lots of speed. If you had only got this 39x24 out before the "Safety craze" struck us there would have been no limit of its sale.

Yours,

D. B. BONNETT.

PORTLAND, Me., March 11th, 1889.

H. B. SMITH MACHINE CO.

Dear Sirs—Having disposed of the 39x24 Special Star we received from you the first of the year, and having proved by practical trial over our snowy streets that it is all you

**THE NEW STAR, 39x24**

Mohegan Lake School, PEEKSKILL, N. Y.  
H. B. SMITH MACHINE CO.

Dears Sirs—My new 39-inch Star arrived yesterday, and it is a beauty. I gave it a good trial, and find that for the rough, sandy, hilly roads which surround this place, it gives me better satisfaction than my 45. As

414 South Broad St.,  
ELIZABETH, N. J., March 16th, 1889.  
H. B. SMITH MACHINE CO.

Gentlemen—Star received on the 14th. Handle bar and brake lever very satisfactory. This is quite a machine, I like it better than either the 45 or 48-inch Star; it is the

claim for it; we take pleasure in ordering two more, which we desire for our own use. We want 39x24, 2-3 nickel, with balls, front and Hollow Spade Bar. You may send us one of the large size leather touring bags when you ship wheels. Yours truly,

SIMONS & DOW.

**1889 Machines Ready for Market.**

Catalogue Free. Address

H. B. SMITH MACHINE CO.,

- -

Smithville, N. J.



# COMPARE COLUMBIAS



## WITH OTHER BICYCLES.



# THE BICYCLING WORLD & BULLETIN.

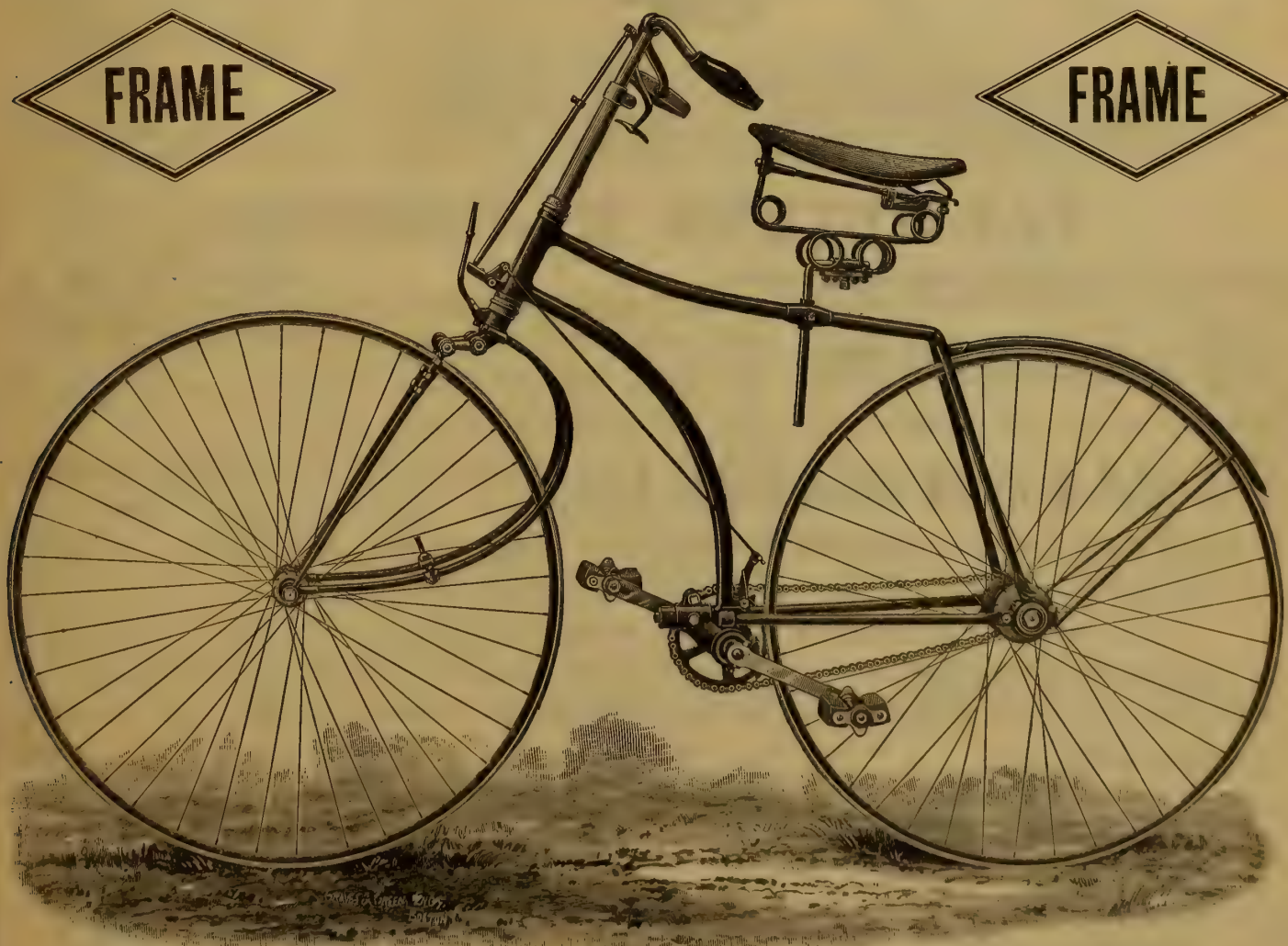
FOUNDED 1878

DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.  
5 cents a copy.

BOSTON, 26 APRIL, 1889.

Volume XVIII  
Number 26.



The VICTOR SAFETY has the original and only efficient  
Spring Fork in the market. It is the only "diamond frame" Safety  
made in America.

OVERMAN WHEEL CO., Makers,  
BOSTON.



# The Special Premier Safety.



Laurels from the Golden Gate

OAKLAND, Cal., April 8, 1889.

"The SPECIAL PREMIER SAFETY is a Beauty, and is entirely satisfactory."

W. D. HARDY.

PREMIER POINTS—Strength, Durability, Lightness, Finish, Ease of Running, Ease of Steering, Availability for Either Sex, Correctness of Mechanical Construction, Interchangeability. Immediate Delivery.

Apply to nearest Premier Agent, or send for Catalogue to

## LLEWELLYN H. JOHNSON,

Sole Manufacturing Importer,

ORANGE, N. J.

It is a remarkable fact that nearly every maker of rear-driven Safeties have altered their patterns each cycling season, in a vain endeavor to obtain a pattern of their own.

It is still a more remarkable fact, that nearly all makers, English and American, are now converging at a point; where the St. George's Engineering Co. began, 3 years ago, to build their world-famed "NEW RAPID" Safeties.

They do not claim to be 3 years ahead of all other makers; that would be egotistical, but benefitting by the 3 years' experience on the one pattern of manufacture, they are enabled to build a Safety which, weight for strength, has no equal.

The "NEW RAPID" Safety is the lightest and the strongest machine on the American market.

Send for list to the

## CLARK CYCLE COMPANY,

340 N. Charles St., Baltimore, Md.

Can fill orders at once, large consignments arriving each week.



**SPECIAL.**

All Advertisements in this Department 20 cents a line.

Postage Stamps will not be accepted hereafter in payment for advertisements or subscriptions. Checks, Money Orders or Postal Notes only will be taken.

**FOR SALE**—Two Experts: in first-class condition. 56 inch, \$70; 54-inch, \$75; also 54-inch National; in fine condition, \$60. BROWN & GREENLEAF, 96 Brattle st., Cambridge, Mass.

**CYCLIST'S RECORD BOOK**, for recording rides. Only 25 cents. CYRUS BATCHELDER, Sanford, Me.

**M. A. WOODBURY**, Bradford, Pa., Mfr. Europa Home Trainer and Bicycle Stand. Also have largest and best line of cycles between New York and Chicago, Buggies, Carts, Desks, Rubber Goods, Rubber Stamps, &c., Wholesale and Retail.

**L. A. W. BADGES,**

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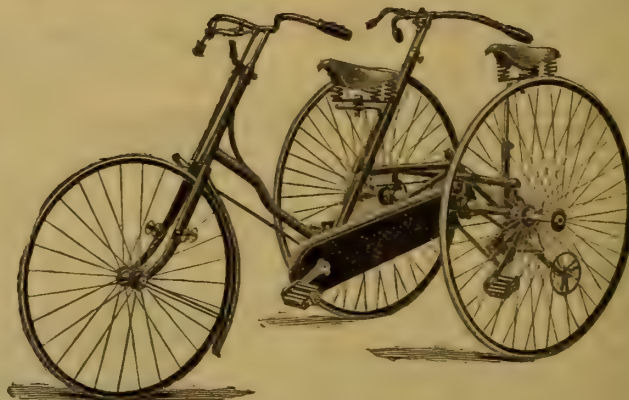
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BY

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Messrs. NEUMANN BROS., of 118 W. 19th Street, New York, represent the WORLD AND BULLETIN as Advertising Agents exclusively for the Eastern and Middle States.

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TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All checks and postals for advertising or subscriptions must be made to the order of the *Bicycling World Co.*

POSTAGE STAMPS WILL NOT BE ACCEPTED HEREAFTER IN PAYMENT FOR ADVERTISEMENTS OR SUBSCRIPTIONS. CHECKS, MONEY ORDERS OR POSTAL NOTES ONLY WILL BE TAKEN.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 26 APRIL, 1889.

OUR PAPER WAS MAILED.

LAST week our whole edition was in the Boston Post Office by 4 P. M. Saturday. All the New England papers were in the mail by Friday night.

Please send on complaints and we will try and trace the cause of the delay. We shall repeat this notice weekly, for some time to come.

THE thoughts of every hard worker is now refreshingly turned toward the near at hand season, when the early closing on Saturdays will once more be in order. We believe in this half holiday on Saturday most thoroughly: it is equally good for the employer and the employed. The idea that the employer was losing just so much valuable time is an exploded one, the employer and employee are both benefited. We Americans have been apt to think that every moment lost from our business was dollars thrown away, but a practical test has proven this not to be so. We would like to see every store and every office in the city of Boston closed at 12 noon every Saturday during the summer season. It gives the boys a chance to take a little run on a cycle away from the business cares and fretting of this work-a-day world.

THE riders of the West who are active in the movement to form a racing organization, in which the lines dividing the amateur from the professional are abolished, are making a great mistake. History will simply repeat itself, and the fate of the A. C. U., formed by Mr. Ducker some three years ago, (and dead nearly as long ago), will be the fate of the "League Union Cyclists." We quote our Denver correspondent. "The principle aims of this organization are the running of races on the class system, and the abolishment of the amateur rule."

These gentlemen should remember that they are placing themselves in direct antagonism to every one of the many powerful organizations that are built on the foundation of amaturism. They must recollect that the L. A. W. is not the only organization that insist on the amateur law, and therefore, if the L. U. C. becomes an organization, and holds races under the proposed rules, the competitors will be barred from all amateur contests, not only by the L. A. W., but by all the other amateur associations in the country. This may seem a very trivial matter to our Denver friends, but in all good feeling we raise the word of warning, so that they cannot hereafter plead ignorance.

WE thought that it was strange that the usually well-posted editor of the *Wheel* should make the erroneous comment on the racing rules governing the barring of safeties from ordinary races, but the explanation he made, that the sheet containing the amended racing rules got lost, and it thus escaped his eye, is a reasonable one. We are all liable to slips, even if we are editors.

HAGERSTOWN, Md., has sent out an invitation for the League to meet in that city.

THE defeat of the bill for the appointment of a "Commissioner of Roads and Bridges," in the Massachusetts Legislature, leaves the Massachusetts L. A. W. Division with something to work for. The bill would have given the State an almost perfect system of road improvement. This some of the committee who reported against it acknowledge, but the old prejudice against wheelmen, together with a feeling that the bill which created a Superintendent of Streets in each town, which was gained early in the session, was sufficient for one Legislature to do, was strong enough to prevent the average member from doing perfect work for the State.

One member stated upon the floor of the House, that "wheelmen are never satisfied; we have given them the earth and they want a fence; we have given them the Superintendents of Streets, and now they ask more."

Is this Statemanship? not to consider the merit of the bill, or the benefit to be obtained from it, but d—n it because wheelmen desired it? Had the member stopped to consider that better roads in many localities are an absolute necessity to prevent personal injury to a wheelman, he would have known that the wheelmen would favor only that measure which would give the best results. Better roads are admitted to be a desirable object by everyone, and wheelmen are necessarily honest in the support of the best measure to obtain the desired end.

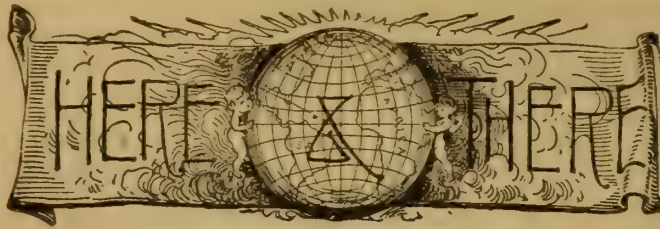
The doing away with the worn out system of Highway Surveyors and the appointment of one responsible head, a Superintendent of Streets in each town, is alone sufficient success for the division to congratulate itself that it has made a long stride toward better roads, perhaps all it ought to have expected for its season's work.

MR. E. J. SHRIVER has something to say, on another page, on the reconstruction of the election system of the L. A. W.

WE notice that our Chicago correspondent talks of raising \$10,000 dollars for the entertainment of the League next year in Chicago. This is very generous, but we sincerely hope that it will end in talk. Last week we spoke about the bad effects of expensive entertainment, and we urge on the wheelmen of Chicago, and every other place where the meetings of the future may be held, to go slow on the appropriation business. Let us have less money spent in entertainment. Let the "visitors" pay their own way more. This extravagant method of running things is too much of a strain on the generosity of wheelmen.

PROBABLY there will be no road racing in Missouri. The amended Warner Bill, forbidding it, has passed the House of that State by one vote.





## BUFFALO.

### "ALI BABA."

WM. S. BULL, Chief Consul of New York State Division, has issued a new form of application for official hotels in this State. Mr. Bull stated that it was a difficult matter at first to get the principal hotel men to recognize the League. But that has all passed. They are now clamorous for the League's patronage, and will recognize the applications sent out by Mr. Bull. He intends to have placed in each official league hotel a record book, which will only be shown to the applicant upon presentation of his league ticket. He may make such entry as to condition, etc., of the road over which he has just ridden, as will be of benefit to those who will afterwards refer to it. The proprietor of the hotel, who consents to the agreement, will hang in a conspicuous place in the hotel office the certificate of appointment.

WHILE Buffalo has been enjoying the warm sunshine and the balmy air of spring, our southern friends have had the satisfaction of wading through snow up to their hubs. It does seem ridiculous to read the shout of the press—it is something like this: Ho! for Buffalo as a spring resort! It is very easy to be adapted to present conditions. The dreadful is so soon forgotten; one ray of sunshine dispels many former ills.

THIS is the time when the wheelmen need to be cautious. It seems warm enough down on earth, but when you stride the saddle and go sailing through mid air, you seem to go through a cold stratum, which soon numbs the fingers, and will chill one to the marrow unless you wear everything double.

MR. BULL returned from New York recently, whither he had gone to visit the New York and Brooklyn clubs. He has a strong desire to get the Brooklyn clubs back into the League.

## CHICAGO.

### THE "STROLLER."

Cycling Club.

It is quite probable that an amateur twenty-four-hour race will be one of the features at the coming cycling tournament here. If so, the local contestants will probably be Mason, Riggs, Roe, Hammel, Spooner, Bert Myers, and Maas Otto.

THE Lincoln Club are trying hard to have Lincoln Park thrown open to wheelmen in the evening, and are getting up a petition to present the Park Commissioners that has already assumed mammoth proportions.

VAN SICKLEN, Winship, Lumsden, Hammel and Ehlert will probably be the scratch men in the Pullman road race this year, although Van says he will not ride in the race, as, if he should win, he would be cheated out of the victory. This sounds rather childish coming from the old "war horse."

THERE has been nearly a hundred ladies' bicycles sold in this burg this year thus far, and the end is not yet.

THE latest addition to cycling clubdom is the Alpha Cycling Club, located at Normal Park, who threaten to sweep everything before them in all contests this year.

SAM MILES has been in St. Louis the past week, in the interests of the coming tournament.

J. C. ELLIS has a new idea, and is trying to get it in operation, and that is to have an association of Chicago wheelmen, composed of L. A. W. members only, and thinks that if this was brought about we could easily raise \$10,000, to entertain the League with here, next year; while some of the politicians think this would never do, as the organization would be run entirely by the Illinois Club. As every member of that club belongs to the League they would have a large majority in the new organization, if one were formed.

ELLIS also says that why he should be called club kicker is something he never could understand, as he does less kicking than any man in his club.

THE bicycle part of the parade in honor of "Spaulding's Globe Trotters" was considerable of a fizzle, there being only twenty wheels in line.

"TWINKLE" devotes a column of the *L. A. W. Pointer* to a criticism of a recent article in the *Inter Ocean*, descriptive of a tour made by six young wheelmen of Jacksonville, Ill. Poor "Twinkle" evidently must have been suffering from indigestion (certainly it could not have been from jealousy of the author) when he wrote that criticism. We shall have to call you the "Critic" in the future, Mr. Secretary.

## MINNEAPOLIS NOTES.

### "PARSON."

THE weather, which has been very rough for the past few days, has cleared up, and we smile again. The several agents report this as the best year known for the bicycle business. The safety craze has struck this town and struck it hard, and now all one hears is "what kind of a wheel shall I ride?"

I DROPPED into Morton's the other day and found everyone busy, so strolling into their bicycle department I ran across a safety with a card on, which bore the following: "No, you can't take a header on me. Yes, I can go up a steep hill. No, I am not as fast as my larger cousin, but I try to get a lunch while he is taking a square meal. Don't mention it, sir, you are welcome."

THE M. B. C. had to postpone their club run this week, on account of rain, but if the weather permits a run will be taken to Anoka on Sunday.

MEMBERS of the club are all busy preparing for the formal opening of their new rooms, which occurs on Thursday next. A very interesting programme will be presented. Will give you full particulars in my next.

THE M. B. C. team have issued a challenge to any team in the State, for a race any distance, on road or track.

SEVERAL of our "scorchers" are thinking of entering the Chicago to Pullman road race. I should give the following celebrated advice, as given by Punch: "Don't," the company is too fast for you.

THERE are several clubs in the State who talk of building tracks. If this amounts to anything more than talk some good races will be the result.

## PENNSYLVANIA.

### "ARIEL."

SOME of the Centurions were beautifully taken in the other day, while on the road. Coming down Broad street they tackled a rider on a safety, who was dressed in plain everyday clothes, and looked like some tender-foot, so picking him up at a lively pace, they proceeded to "warm" him, according to the time-honored custom of doing a green-horn. But the gray-coated Century men did not know that the quiet-looking individual was one of the oldest and best known riders in the city, and that he was riding a safety geared to 57, consequently the small machine "stayed there" right along down Broad street, and when opposite Monument Cemetery, Mr. G, (let us call him) put on a little more steam, and left the graycoats far in the rear, a more surprised set of Centurions you never saw.

PENNSYLVANIA's ball on Thursday night, together with that of the South End Wheelmen, which comes off at St. George's Hall the same evening, and the third annual banquet of the Century Wheelmen at the Collonnade Hotel, will give us a week of festivity. The only question, so far as I am concerned, is as to whether, after a midnight supper with the choice spirits of the Century, I will be in any condition to do the ball on the following evening.

GREAT rivalry exists between the South End and Pennsylvania Clubs, as to the respective merits of the scorchers of each organization on the road, and there have been several little brushes of late. In order to definitely settle the question, Captains Supplee and Dimon will each call a club run to Norriston on the same day—probably next Sunday—and on the ride home a sort of impromptu road race will be indulged in. Under the silver keystone will ride Merrihew, McDaniel, Supplee, Hill, Fuller, McCloskey, Elliot, and a few more noted names, (what do you think of them, gentlemen from down town?), while the main stay of the South End will be the three Klobs, Wilson, Dimon, Bradley, et al. There will be some fun, and I am going to see it.

THE Century Club house is being rapidly furnished. The new



wheel room is 66 by 25, one of the largest in the city, and they have just put in a magnificent suite of parlor furniture, with carpets to correspond. As an evidence of the boom the new has house given them, twenty-seven new names have been proposed for membership within the two weeks elapsing since last meeting.

At the regular meeting of the Mt. Vernon Wheelmen, last week, the club decided to rent a new house on Continental avenue, and will move as soon as arrangements can be made. Their membership is now over fifty, and in fact, all the clubs are reporting heavy increases. Cycling is on the boom in the Quaker city.

MR. GEORGE D. GIDEON, the well-known rider of the Tioga Cycling Club, has been appointed official handicapper for this district, and is busily engaged in figuring out the respective abilities of the local racing men. Of the latter, Merrihew, Saxis and Draper will bear the most watching. Saxis has shown up remarkably well in practice this season, and will, I think, make a flyer.

A VERY enjoyable occasion was that of the visit paid by the Camden Wheelmen to the South End Club rooms last Saturday night. Some twenty-odd Jersey men came over and spent a lively evening, wrestling, sparring, etc., soothed by the music of the club orchestra, and interspersed by fancy riding by Messrs. Bradley and Green. Of course they smoked, furiously, (they always do) and as the active exercises whetted their appetites, cider and doughnuts were provided in liberal style by their entertainers. The South End are noted hosts.

DIAMOND street has always been one of the noted resorts for riders, but since the introduction of the new electric light last week, night riding appears to have doubled. All sorts and conditions of wheels are spinning over its smooth surface every afternoon and evening, among which are a number of ladies riding safeties and tandem bicycles. Of the latter, I must say that I prefer the type with a bar connecting the two handles. Its main objection—in fact the only one—is the claim the front rider would be impeded in case of a side fall, but this is not so unless going at a high rate of speed.

#### NEW YORK.

"JACK."

I WONDER if Prial, of the *Wheel*, knows that there is a newspaper published in Stillwater Penitentiary (Minnesota)? If he does, he should exchange with it, so as to let some of his editorials on prison life (as it is and should be) gain circulation among the inmates. One of the Younger Brothers (of Jesse James notoriety) is managing or society editor, or something of the kind, and might deign to read editorials in the behalf of jailed men.

I WONDER if the cycling critic is one of the favored ones of nature. He is the rooster that sits on the fence and crows scornfully at the effort of his fellows to do something. If they fail, he crows them (as is his mission) into the grave of oblivion. If they succeed, he crows yet the louder that he may perchance detract from their successes. Honest workers go to the wall, but the unproductive soured creature crows on unmolested. He cries "chestnuts" when every other man is "snowed under," and when Gabriel blows his trumpet the "creature" will be found crowing away, and criticising the quality of the note of the horn. There are a few of these chaps in our midst, who do nothing but cry "chestnuts" at other people, when their own face is in need of Pears' or Proctor & Gamble, and their own stockings need mending.

A. B. BARKMAN's twenty-five-mile Irvington-Milburn road race is going to be a success, as things look now. A. B. never has a moment to talk about anything. Fly up and down the stairs at Spalding's like a sheet of tissue paper in a gale of wind; "must get that 'safety' off," he yells, and then there is a vision of a blue Norfolk jacket, a pair of brown eyes, a beard and a derby hat, and the man has gone to lunch. Bless his heart, but I'll interview him yet, and give him three columns and a cut of his upper anatomy that will send him "daft."

THEN there's Elliot Mason and that man of his who always laughs. Dammie! if I don't believe if you told him it was to be the last day in twenty-four hours, that he'd laugh till he sprinkled the floor so that the boy with the green watering-pot would be knocked out of his favorite pastime, of making circles round the knot holes in the pine floor.

I HAD the pleasure of meeting on Sunday, at the Citizens' club house, two of the members, Dr. Brooks H. Wells and Mr. George Martin Huss. Had a long chat with Dr. Brooks, who seemed to think cycling was growing very fast. Mr. Huss is a great authority on the delights of the bath after a run in the dust and heat.

In the Park on Sunday I noticed some fellows who should be well spanked. There were some fourteen of them, dressed in skin-

tight black full tights, who only wanted a few spangles and a lime-light effect to make them look like black demons. I wonder how these men would like to walk home in that abominable rig? Now do show some decency, some of you fellows, for the sake of other people, and for the cleanliness of the sport, if for nothing else. It is not decent—that is the long and the short of it.

THE club men with the gold epaulets and shoulder stripes are also objects of great admiration to nurse-maids and other crude organisms, but to more civilized eyes they are barbarous a wee bit. The cycling suit is giving place to the cycling uniform, which is a nuisance, and of which there is no earthly need. No horseman rides in uniform. His clothing is only adapted (as should be the cycling suit) to the requirements of the wheel. That is all.

AT his health factory and dispensary, at 313 West 58th street, I saw Mr. George R. Bidwell, a gentleman of goodly frame and exterior and pleasant, easy manner, who reports business in all the various directions in which he pushes it in the cycling line, as extremely good.

#### BALTIMORE.

"NORVAL."

THE Hagerston, Md., "Norval" club expresses their desire to have the coming L. A. W. meet held in that town, and they are making an earnest effort to have Hagerston selected. The club has answered Mott's letter, and he has sent the invitation to President Luscomb. The invitations for their meet to be held July 2, 3, 4 will not be sent out until a reply is received from Mr. Luscomb.

KINGSLAND, the Baltimore crack, will soon go into active training for the Chicago races to be held in May. He thinks he will pull out several victories.

THERE is some talk of re-organizing and changing the name of the "Cycling Ramblers," a club which organized at Westminster, Md., about two years ago. Lately very little interest has been taken by the members of the club.

THE Centaur Club has given out the contract for its club house.

#### NEW HAVEN.

"ELM CITY."

LAST Thursday the N. H. Bicycle Club held its final smoker for the season. The punch bowl bobbed up serenely, and was emptied with the usual dispatch peculiar to the methods of the N. H. Bi Club members.

APRIL 12th is Fast Day in this State, and we celebrated it by having a parade, a photograph taken, and a run to Beauford Point. Dinner at the Beauford House was taken, after which a game of base ball was played in a style that would have made your ten thousand dollar beauties weak, could they have seen it.

I NOTICE in the last week's *Wheel* an article urging cyclists to join the League. The *Wheel* has usually claimed that there was no advantage in League membership, and so I was pleased to see this evidence of a change of heart.

#### NEWS

#### AND COMMENT.

A CURIOUS case of mistaken identity, in which a cyclist acted as detective, occurred in Belleville, N. J., the other day. A Mrs. Snow, of that place, rushed out of her house and shouted that a couple of men who had just boarded the Newark car had robbed her. The charge was heard by a cyclist who was riding by, and he at once followed the car and at the first opportunity telephoned to the Newark police to be on hand to arrest "the burglars." He then continued on, and as the men alighted he identified them, and they were arrested. It turned out to be a case of mistaken identity, and apologies galore filled the air.

IN Massachusetts, if a dog rush out at you while passing quietly along the highway, you may kill him if you can, and the law will not say you nay.

THE Lansing (Mich.) Bicycle Club prohibit sidewalk riding.

THE Albany (N. Y.) Wheelmen respectfully decline to consolidate with the Albany Cycle Club, and so the proposed deal is off.

WINDLE is building a five-lap track on his father's farm at Millbury, Mass., so that he can do all his training at home.

THE St. Johnsbury, Vt., trustees have commenced to improve and rebuild the city streets. In congratulating the people of St. Johnsbury on the proposed improvement, the *Republican* of that place says: "The announcement that something is to be done in the way of permanent improvement of our roads will be good news to everybody. Under the old and antiquated system which has so long



been followed no good results are possible, while at the same time it is the most costly and expensive system that could be devised. For instance, during the last fifty years enough money has been spent on Eastern avenue to pave it its entire length with silver, and yet its condition this spring has been a disgrace to a civilized community."

HARTFORD will be at the front, as usual, this year in giving a grand tournament, at about the usual date. This tournament will be *strictly* amateur, no professional events at all.

NEW HAVEN is talking tournament; in fact, racing this season seems to be on the boom.

E. P. BURNHAM, the appointee of Chairman Davol as handicapper for New England, is a good selection. We believe Mr. Burnham will establish a good record in his official capacity.

HARTFORD Wheel Club will hold a hill climbing contest Decoration Day. The eminence selected is situated in the Capital Park. The contest will be one for best time, one ascension.

In all probability Windle will go to Europe, as representing the New York Athletic Club, and compete in all the open and prominent events. This great little man stands five feet six inches, and when in training weighs 145 pounds. He has started in sixty races, winning fifty-five firsts.

The Hartford Wheel Club have lately renovated their club house at an expense of over \$600. The house has been entirely "cleaned out," and the walls and paint renewed, and entirely refurnished, and now the house can scarce be recognized by those who have not seen it since last fall. The club will probably give an opening reception some time in May.

THE Forest City Ramblers, of Cleveland, Ohio, will have a 25-mile handicap road race May 30th.

THE Long Island wheelmen will hold a ladies' reception on Monday next, the 29th.

THE *New York Press* states that "by actual count 228 wheelmen went by a given point in Central Park on Sunday last, while at the same time and place only ninety-seven vehicles of every other description passed."

We had a pleasant call from Mr. Geo. K. Barrett, of Chicago, a prominent member of no less than seven amateur associations of that city.

LYNN, Mass., has one lady who cares not for the public prejudice, and she rides a safety.

THE papers seem to have more than the usual number of accidents recorded to riders of the bicycle. Perhaps the inaction of the winter months has something to do with the state of affairs.

THE Cambridge (Mass.) Club will give a minstrel entertainment at Union Hall next Thursday, May 2d. The Cambridge Club is justly celebrated for the excellence of their performances and we have no doubt that standing room only will be posted at the door on that occasion.

We shall be pleased to hear from No. 21033 when the spirit moves him.

PROF. CARL MEYER seems to think he has solved the problem of aerial navigation. For our sake we hope he has; but it is so easy to theorize and so difficult to put into practical operation. The flyer is described as being so compact that the rider seated upon it almost conceals the apparatus, with the exception of its driving wheel, of which two sizes have thus far been built, of twelve and forty-five feet respectively. The larger wheel weighs only six pounds and has a motion in revolution of about fifty feet per second. It is intended to be worked like a bicycle, but runs along the air lines instead of on the ground, and is driven by the hands and feet of the rider just high enough to escape obstacles. It steers simply by leaning in the direction the rider desires to travel—up, down, right or left—and is adapted to be supported by either a parachute kite or a so-called "hydrogen spindle."

NEW JERSEY is the most progressive State in regard to improvement of highways in the country. Witness the fact that the Union County Board have decided to raise \$150,000 for the improvement of county roads. Bravo, Jersey.

How easy it is for a racing man at the end of the season to say, "I will not race next season," and how difficult when the "next season," comes around for this same man to keep off the track, *vide* Willie Windle's resolves made in 1888, and his entrance to the Harvard Bicycle Club events this spring.

THE two miles L. A. W. championship will be run at Providence, May 30th.

W. WINDLE will appear on the path May 11th at the Harvard Bicycle Club races.

THE Brownsville, Pa., Cycle Club will have a meeting July 4th.

THE Kings County Wheelmen, of Brooklyn, will hold a two days' tournament, June 28-29. A committee has been appointed to arrange details.

THE Long Island Wheelmen will hold a tournament June 15.

RALPH TEMPLE was in town last week. His friends were glad to see him.

REMEMBER the date of the Harvard Club races is May 11th. See advertisement.

LAST Saturday Windle took a tremendous header, the effects of which may interfere with his early spring engagements.

### LADIES' RECEPTION ROOM.

[ALL communication to "Ladies' Reception Room" should be addressed to Helen Grey, care of this office.—ED.]

My dear friend, Miss H., of Jamaica Plain, has astonished all her acquaintances by a demonstration of her ability to ride the two-wheeler without "falling off." They were not aware that she had a machine of this kind until they saw her riding it with the ease and grace of an old rider. And this is the way she did it. The sitting-room of the family mansion is very large, and it was an easy matter to improvise a riding hall by removing the furniture. This was done each evening for a week or more, and, guided by her father, the young lady circled the room until she was able to make the circuit alone and unaided. No matter if a bit of paint was knocked off here and there; no matter for bruises on the paper and the necessarily resultant dirt. Spring cleaning is at hand, and soon there will be no handwriting on the wall to tell the world that once this sitting-room was a riding school.

It was to be expected, and therefore I am not surprised. I looked for some over enthusiastic rider of the bicycle to let go the flood gates of wrath upon my devoted head, for my temerity in suggesting that perhaps the bicycle was not the only machine which ladies should ride, and that there were useful and pleasant purposes to which the tricycle and tandem might still be put. It has come. A writer in the *Wheel* gives a column to my case, but as she does not even attempt, except in one instance, to reply to my arguments, I do not feel called upon to take up cudgels in my own defence. Moreover, I agree with my critic when she tells the WORLD that a great mistake has been made in securing Helen Grey to conduct the Ladies' Department of this journal.

The one instance in which the correspondent takes issue with me leads to the assertion on her part that a rider is in more danger from dogs when on a tricycle than when on a bicycle, because, forsooth, the dogs always come at one from behind, and there the tricyclist is unprotected. It may be that the dogs of Washington and New York attack one from the rear, but New England dogs have an exasperating way of coming at one from the side. A gentleman once said to me, "why don't you run over the dogs when they rush out at you?" This is a case where the spirit has been often wickedly willing, but the body woefully weak. Your correspondent, Mr. Elliott, who complains of the dog nuisance, will probably refuse to believe that he is safer from their attacks on the two-wheeler than he is on the three. But it were idle to discuss this point.

A Providence correspondent tells me that the ladies of that city are, to a woman, united in favor of the bicycle. In addition to the ladies who have been announced in this column as converts, she instances Miss Ashley, who rides an Invincible, and Miss Blackmar, who rides a Swift. Miss Sheldon and Mrs. Waterhouse have ordered wheels, and the Thurburs are to have a T. B. The Rhode Island Wheelmen have received a Columbia T. B. for the use of the members. Providence never does things by halves. They are to have a whole day of sport on Memorial Day, and there is good prospect that a very sizable procession of ladies on wheels will be seen moving towards the park at Cranston when the eventful day arrives.

From away down in Mississippi comes this suggestion: "In answer to Miss Helen Grey's call to suggest a short name for the tandem bicycle, I would reply that a name, covering the qualities of bicycle, safety and tandem, would be proper to apply as name to above mentioned machine, therefore I submit to your kind consideration the name 'bicyclope.'"

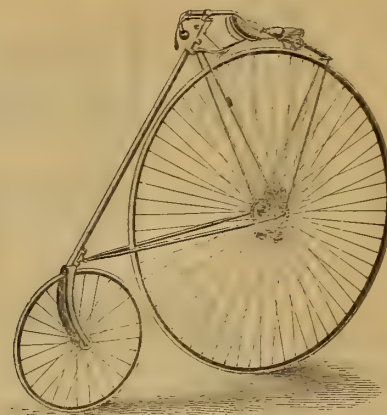
I am afraid that is too long. The following comes from a lady of Manhattan. I will venture the assertion that her husband is a Mason. "In your issue of April 12th you say 'tandem bicycle is too long. Will not someone give us a single word for this machine so that we may economise words and time?' In this part of the country a single safety is called a 'goat,' why not call a double safety a 'goatee?'"

From Washington comes a news paper in which Mrs. Spooner tells of a delightful ride taken by herself and a companion into the





# THE EAGLE.



## OPINIONS OF THOSE WHO RIDE IT.

NEW YORK, April 14th, 1889.

The Eagle Bicycle Mfg. Co., Stamford, Conn.,—

Gentlemen: I take pleasure in saying that for easy running, as a hill climber, and safety, the "Eagle" ranks with the best, and in point of material and finish cannot be improved.

Respectfully yours,

W. C. MARION, JR., Capt. Kings County Wheelmen.

NEW YORK, April 17th, 1889.

Eagle Bicycle Mfg. Co., Stamford, Conn.,—

Dear Sirs: I have had my "Eagle" now, about a month, and I like it better every time I ride it. It took me but a few minutes to learn to mount, and I think any "Star" rider can handle the wheel "on sight"; an ordinary rider it will take a little longer.

I have been riding for several years, and have tried almost every kind of wheel, and now feel more thoroughly suited than I ever have been.

I can assure you that it is a comfort to be able to ride them down dangerous hills without fear of "headers," and at the same time run no risk of having to train or walk home on account of a broken chain or a "busted" spring.

As regards finish and workmanship, every one who has seen the wheel, bears me up in saying that they are equal to the best.

Yours very truly,

W. E. ELDRIDGE, 323 York Street, Jersey City.

HUNTINGTON, N. Y., April 16th, 1889.

The Eagle Bicycle Mfg. Co., Stamford, Conn.,—

Gentlemen: During the past six years I have ridden as many different wheels. I have ridden the "Eagle" for four weeks, and will candidly say that I never rode a wheel that pleased me as well. It is the lightest running wheel I ever rode, and the reason for this is simply because the large wheel carries all the weight, and the push of the rider is directly down, thus giving the benefit of the weight of the rider to the push.

I can ride it on one wheel about as well as if the forward wheel was on the ground, and as to workmanship it is simply perfect. To sum it all up, it has the best points of both "Ordinary Crank" and "Star" wheels combined in one machine. If I could not get another "Eagle" I would not trade mine for two of the best wheels I ever saw.

Very truly yours,

CHAS. B. SCUDDER, Capt. Huntington Bicycle Club.

BOSTON, MASS., April 16th, 1889.

Eagle Bicycle Mfg. Co., Stamford, Conn.,—

Gentlemen: Yours of the 15th at hand and noted. Your "Eagle" machines forwarded have come to hand, and we must say that they surprise us as being elegant wheels in every way as regard make-up and finish. So many crude affairs are the result of a first sea-

son in most makes that it pleases us very much to note the perfection at which you have arrived from the very start.

Trusting that your evident care and forethought on this wheel may meet with due reward, I remain,

Yours,

W. W. STALL.

SOUTHINGTON, CT., April 16th, 1889.

The Eagle Bicycling Mfg. Co., Stamford, Conn.,—

Gentlemen: Now that I have ridden an "Eagle" long enough to form some idea of what there is in the machine, I desire to express my satisfaction both as to the workmanship on same and as to its riding qualities. The workmanship certainly compares favorably with that of any other make of wheel. As to its riding qualities, it is enough to say that after having ridden the "Eagle" for less than four weeks, I have decided to discard my former mount in favor of the above wheel.

Very truly,

EDWIN N. WALKLEY.

NEW YORK, April 17th, 1889.

The Eagle Bicycle Mfg. Co., Stamford, Conn.,—

Gentlemen: I have never seen or ridden in my seven years' experience as a wheelman, a machine that could be ridden up hill with so much ease. There being no gearing or clutches of any sort, and the rider being directly over the pedals, makes the "Eagle" in my estimation, the best hill-climbing bicycle on the market to-day. As to finish, ease of running, workmanship and beauty, it is all told in the one word "incomparable. It is the coming wheel."

Yours truly, HARRY PARK, 129 E. 16th Street, New York.

DANBURY, CT., April 19th, 1889.

L. B. Gaylor, Stamford, Conn.,—

Dear Sir: I am more satisfied with the "Eagle" every day that I ride it. Can climb almost as steep hills as I ever could on an "Ordinary," and am only beginning. It runs remarkably easy on the roads, and on our stone block pavement, it can be ridden at greater speed, with less jar and vibration to the rider, than any wheel I ever rode, which I think is due to the spring frame and the small amount of weight on the front wheel. I remain,

Yours very truly, ORVILLE W. SWIFT, Danbury, Conn.

PASSAIC, N. J., April 17th, 1889.

Eagle Bicycle Mfg. Co., Stamford, Conn.,—

Gentlemen: In reply to yours of the 15th inst. can say I have never ridden a machine in which there were so many elements of worth as in the "Eagle." I have never seen its equal for ease of driving, for hill work, for comfort or for safety, and I have ridden nearly every machine on the American market. I am satisfied that it is a conscientiously built wheel, and well calculated for the heavy work of our roads.

Truly yours,

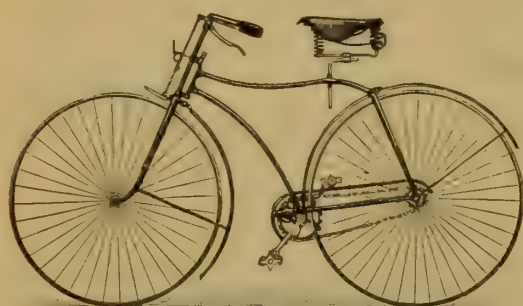
FRED SHUTT.

**THE EAGLE BICYCLE MFG. COMPANY,**  
STAMFORD, - - - CONNECTICUT.



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239 COLUMBUS AVENUE, BOSTON, MASS.



SWIFT in reality, and not in name only.

The ORIGINAL and only PERFECT diamond frames.

COMBINE

ELEGANCE OF DESIGN,  
BEAUTY OF FINISH,  
SPEED.

## The Swift.

CATALOGUE FREE.



THE SAMUEL WINSLOW SKATE MFG. CO.,  
WORCESTER, MASS.

Manufacturers of Ice and Roller Skates and THE

## 'VINEYARD' BICYCLE.

STRONG, DURABLE and CHEAP.

As good as the best for road and business purposes.

FOR BOYS AND MEN.

| Diameter<br>Front<br>Wheel. | Front Tire. | Diameter<br>Rear<br>Wheel. | Rear Tire. | Weight all on. | Length of<br>leg inside to<br>sole of foot. | Price.  |
|-----------------------------|-------------|----------------------------|------------|----------------|---------------------------------------------|---------|
| 38 inch                     | 3-4 inch    | 14 inch                    | 5-8 inch   | 31 lbs.        | 27 inch                                     | \$35.00 |
| 44 inch                     | 3-4 inch    | 14 inch                    | 5-8 inch   | 33 lbs.        | 29 inch                                     | 40.00   |
| 42 inch                     | 3-4 inch    | 16 inch                    | 5-8 inch   | 35 1-2 lbs.    | 30 inch                                     | 45.00   |
| 46 inch                     | 7-8 inch    | 16 inch                    | 3-4 inch   | 38 lbs.        | 31 inch                                     | 50.00   |
| 48 inch                     | 7-8 inch    | 16 inch                    | 3-4 inch   | 39 1-2 lbs.    | 32 inch                                     | 55.00   |
| 50 inch                     | 7-8 inch    | 16 inch                    | 3-4 inch   | 41 lbs.        | 33 inch                                     | 60.00   |

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## Second-Hand Wheels,

Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand wheels. Prices on all wheels guaranteed as low as the lowest.

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country. With it comes a letter from which I will make a few extracts:

"While out riding the other day I passed a man who seemed very much surprised to see a lady riding a bicycle. Turning to another, he said, 'She ought to have been a man in the first place.' Now I suppose he thought I wanted to be a man. He never was more mistaken in his life. If there is anything that I am thankful for it is that I am a woman. My husband used to say to me, 'I do wish you would go out more and get strong. Let everything go. Get out! I don't care whether the house is clean or not.' But I could not summon up courage to get out until I got my bicycle. It is such a different way of going, and gives me so much pleasure that I no longer need to be urged. I am now out every day that is pleasant, I am very much stronger, and I have gotten out of that old notch in the scale beam that would tell me the same old story every time that I got weighed."

It is the old, old tale. How many of us can tell it. Putting aside the enjoyment, putting aside the hardening influences of life a wheel, and looking at the health promoting qualities of cycling, there are, oh, so many of us, who have much to be thankful for.

HELEN GREY.

#### CHICAGO FEMININE RACES.

BATTERY "D" has been fairly well filled every evening the past week by enthusiastic audiences, to see the lady bicyclists, and Saturday evening, at the finish, the place was crowded. All the clubs were well represented, and cheered lustily for their favorites. Miss Baldwin and Miss Woods wore the Chicago's colors, Miss Oaks wore the Wanderers' Athletic Club colors. The Douglas boys lavished flowers in profusion on their favorite.

A drunken constable attempted to garnishee the box office in the interests of a sporting goods dealer here, but Mrs. Eck was too quick for him, and escaped to the hotel with the receipts for the evening in her hand satchel. Mr. Constable, foiled in this, then attempted to stop the race by poking his cane between the spokes of the wheels of two of the contestants (fortunately neither were injured), but "Birdie" Munger (the "privileged" member); Roe and Eck and several others jumped on Mr. Constable and landed him, bruised and bleeding, out in the alley.

The following is the result of the week's riding, the contestants riding three hours each evening:

|                    | Miles. | Laps. |
|--------------------|--------|-------|
| Oaks, - - - - -    | 255    | 9     |
| Woods, - - - - -   | 246    | 8     |
| Baldwin, - - - - - | 241    | 9     |
| Brown, - - - - -   | 225    | 6     |
| Lewis, - - - - -   | 224    | 5     |

"STROLLER."

#### PROVIDENCE RACES.

*Editor Bicycling World:* Although we have not got a great number of races, the reader will see, by consulting the list of races in last week's *BI. WORLD*, that they are of the best. We shall work in between the races other athletic games, to give the racing men a chance. We would call your attention to the tandem safety races. Why not enter these races, with your partner, for a record, as we are straining every nerve to have a track second to none? This is a pointer, and we want men to take advantage of it and enter.

See our advertisement next week for all particulars. I would also state that the rules for racing will be found in the *BI. WORLD* of Jan. 25, 1889. This meet will carry out the rules to a letter, so post yourselves.

B. T. BRUCE.

#### HARVARD—TECH. ROAD RACE.

IN spite of the rain last Saturday, Harvard and Tech. held their semi-annual road race. The course, which was gone over twice, began at the new Beacon street extension to Englewood avenue, round both Chestnut Hill reservoirs and back to the starting point. Shortly before the start it began to rain, and the men were sent off in the midst of a hard shower, which made the roads very heavy and greasy. This, together with twenty hills in the course, made the time—59 min. 31 3-5 sec.—for fifteen miles, very fast.

Greenleaf, Bailey and Brown, all of Harvard, went to the front, and soon had a lead of several hundred feet. "We've left them already," said Bailey. A few minutes later, Norton, of Tech. passed the Harvard men like a steam engine, and for the rest of the way set them a pace that strongly discouraged further conversation.

When turning into Englewood avenue, Bailey's wheel slipped, and he fell almost in front of Brown. Roots, who fell while coming down Englewood avenue, caused Barron to fall over him.

Kirk Coney had started out with the riders, and when Bailey fell

Coney gave him his machine. At the end of the first lap, Bailey changed to Davis' wheel. At this time the points stood 28 to 27 in favor of Tech., and her men entertained great hopes winning.

Norton at various times during the race, made desperate efforts to shake off the Harvard men, sometimes gaining several hundred feet, but they always caught him again on the hills.

A mile from the end, Bailey, coached by his brother on a tandem, spurred, followed closely by Norton. Greenleaf and Brown fell behind, but the former caught them again half a mile from home, and despite the exertions of the other two, won by a yard, amidst the cheers of a large body of wheelmen. Norton was close to Greenleaf, and Bailey, who was considerably handicapped by his fall and two changes of wheels, a second behind. Brown, who came in fourteen seconds later, had not trained for this race at all, and only went in at the last moment because Wirts, one of Harvard's best men, was disabled by a severe accident.

The men came in as follows, Harvard winning by 29 points to Tech's. 26:

|                                    | Points. | Time.           |
|------------------------------------|---------|-----------------|
|                                    | Harvard | Tech. min. sec. |
| 1. W. B. Greenleaf, '92, - - - - - | 10      | 57 31.6         |
| 2. Norton, - - - - -               | 0       | 57 31.8         |
| 3. E. A. Bailey, '91, - - - - -    | 8       | 57 32.6         |
| 4. Kenneth Brown, '91, - - - - -   | 7       | 57 47           |
| 5. Edwards, - - - - -              | 0       | 6               |
| 6. Warner, - - - - -               | 0       | 5               |
| 7. Hadley, - - - - -               | 0       | 4               |
| 8. T. Barron, '91, - - - - -       | 3       | 0               |
| 9. Roots, - - - - -                | 0       | 2               |
| 10. Wasson, - - - - -              | 0       | 0               |
| 11. Webster, - - - - -             | 0       | 0               |
| 12. Holmes, - - - - -              | 1       | 0               |

Each college entered as many men as they pleased, but only the first five on each side counted.

#### THE TWENTY-FIVE-MILE HANDICAP RACE.

MILBURN-IRVINGTON, N. J.

EVERYTHING for the twenty-five-mile handicap road race is booming. Entries are being received fast, and prizes also. Mr. Barkman has, up to the present received a Victor bicycle, as selected from catalogue, one gold watch, a silver watch, a Kodak camera, an elegant M. & H. revolver with interchangeable long and short barrel in case, handsome clock, umbrella, cane, also several smaller prizes and several yet to hear from. Twelve or fifteen prizes will be given, with a *special medal* to the person making the best time, regardless of handicap. For entry blanks, etc., address A. B. Barkman, 241 Broadway, New York.

A meeting was held Thursday evening, at Knickerbocker Cottage, Sixth avenue and Twenty-eighth street, New York, of representatives from the clubs, to arrange details. Everything indicates a grand success.

#### THE "UNION RUN."

One hundred and ten men, riding by twos, and under the command of A. W. Robinson and Carl Cubberly, rode into Salem last Sunday about noon, and sat down to dinner at the Essex House. Every club round Boston was represented in line except those old timers, the Bostons and the Massachusetts. Alas, how have the mighty fallen! After dinner, and photograph by Hilliard, a return party of fifty men was made up under command of A. B. Benson. Some twenty split from the party, and the balance of thirty men, under Robinson and Cubberly, continued onto Gloucester, where the night was spent, and the return trip to Boston made on Monday. A most enjoyable affair, and much credit is due the committee of arrangements. Not an accident or a disagreeable incident to mar the whole affair.

#### THE WILMINGTON, DEL., LOCAL RECORD.

*Editor Bicycling World:* Your issue of the 12th inst. gave an account of a very recent run to Dover, Delaware and return, participated in by Messrs. McDaniel, Merrihew and Elliott over "Ariel's" signature, in which the local road record was broken by our worthy flyers and a new one made. The time stated, "inside of twelve hours," was somewhat ambiguous; be that as it may, I wish to take exception, and I hope you will indulge me.

The writer made a record for this vicinity upon a course one mile long, in poor condition, embracing three railroad crossings, and for five hours against a stiff wind. The trial was for the purpose of demonstrating that long distances and first-class time could be made



## Send to WARWICK CYCLE MFG. CO., Springfield, Mass., for Catalogue.

with perfect ease on the Springfield Roadster, all of which was vehemently denied by certain parties in this bailiwick. The date was October 16th, 1888, the location just south of this city, and the time made was 100 miles in 8.52. After supper 13 1-2 miles addition were made in one hour, making 113 1-2 miles in 9.52. This was witnessed by W. H. Weldin and C. P. Daniels, and checked by a Lakin Cyclometer. I have no special hankering for records, merely making this one to forever set at rest idle and silly vagaries. I take great pleasure in thus setting forth the merits of my style of "wreck," having formerly been a crank rider since 1878. Until this is bettered, in all fairness I claim the local record, and for the Springfield Roadster. Very truly yours,  
H. L. P.  
[This cannot stand as record, being over such a short course.—Ed.]

### NO ROAD RACING IN MISSOURI?

A telegram from Linneus, dated at St. Louis, April 22, states that "the amended Warner bill passed the House by one vote on Friday last." Therefore, as we understand it, road racing on the highways of Missouri is prohibited.

### SIDEWALK RIDING IN ROCHESTER, N. Y.

*Editor Bicycling World:*—For several weeks I have been wondering why some club member has not taken the trouble to set the public right as to the silly rumors which have been going the rounds of the cycling press with regard to sidewalk riding in Rochester. A few years ago, in accordance with a very generally signed petition, the Common Council passed an ordinance allowing the cyclists the use of the sidewalks on all but the very central streets, where no man with common sense would think of riding, and on all sidewalks before 6 A. M. and after 9 P. M. It has been necessary in a few instances to fine some fool boys, but the only thing done since that time is to provide for properly enforcing the ordinance, and no one has done more in this line than the cyclists themselves. Wheelmen get much more here than the law would allow them, and appreciate the fact, and we challenge comparison with any city in the United States. Very truly,  
No. 9262.

### MR. SHRIVER ON ELECTION.

*Editor Bicycling World:* Nearly a year ago the Baltimore meeting adopted a new Constitution, which not only perpetuated our old system of elections, but even removed the choice of League officials one step further from the membership at large. It was urged then that the Constitution should be adopted as a whole, and tried for one year, during which there would be full opportunity to test and discuss its provisions. We have seen one election under these provisions, and however one may view the results, there can be no question that the contest for the Presidency was conducted much on the lines of all that is evil in the ordinary political convention, and that very considerable dissatisfaction has been caused by the failure to get any direct expression of the popular voice.

As the weeks are rapidly going by in which the matter can be discussed—for any change could only be made by a Constitutional Convention, which would naturally be held at the time of the annual meeting—is it not about time for some opinions to be expressed on the subject, as to the best means of choosing officers, so that we may avoid the danger of becoming a mere piece of semi-political machinery before it is too late?

My own proposition—to which I have never seen any reply, let alone a valid one—is that both the National Assembly and the President should be elected by the entire membership, at the same time, and on the same ballot as the Chief Consuls and Division Boards. As to the detail of carrying this out, it would be much simpler than our present plan. It might be well to incorporate one feature of the Australian ballot reform, which is making such headway throughout the country, and provide for an official ballot on which should be printed the names of all candidates presented by a given number of League members, which would insure equality of chances for independent tickets; and another good feature would be the opening of polls in populous districts, where members could vote without having to sign their ballots. But neither of these features would be essential to having a direct and popular election. That is not only perfectly practical, but much easier to conduct than to hold three separate elections; first of District Boards by the members, then of a National Assembly by the District Boards, and finally of executive officers by the National Assembly; the last result of all

this filtering resting on no broader electoral basis than the members in each district who originally voted for their Division Boards and might as well have voted for all the officers at the same time. Had they done so, a successful ballot in my own district at the last election would have looked like this:

For President—C. H. Luscomb.  
For Vice President—H. W. Hayes.  
For Treasurer—W. M. Brewster.  
For Chief Consul of New York—Geo. R. Bidwell.  
For Vice Consul of New York—W. S. Bull.  
For Secretary-Treasurer of New York—Geo. M. Nisbett.  
For Delegates to the National Assembly—Jno. Smith, Jno. Doe, Richard Roe, etc.  
For Division Representatives, 2d District of New York—W. H. De Graaf, I. M. Shaw, etc.

Such a ticket had to be voted last summer from the Chief Consul down, barring the delegates to the National Assembly, and the men who were competent to name their choice for nine inferior officials could certainly have gone through the exhausting mental process of naming three superior officers and one or two delegates from each elective district. When the Division returning officers counted their own Division vote, they could at the same time have counted that for national officers, and have returned it to Secretary Bassett, who would have simply had to add up the grand total of all the returns so made.

Now, if this is not the better plan, I would like to know why not? And if it is, who will join me in calling a Constitutional Convention to consider it? To do so requires the signatures of not less than fifty members, at least ten from each of five separate Divisions.

Yours truly,

E. J. SHRIVER.

234 Pearl St., New York, April 16, 1889.

### A TRIP AWHEEL TO LICK OBSERVATORY VIA SAN JOSE, CAL.

BY H. ALLEN MATHEWS.

(Concluded.)

On his arrival at Smith's Creek, the fog broke and "Old Sol" came shining forth in all his glory. Almost every inch of the remaining distance had to be walked. The grade here varies from 3 to 9 feet in 100. The road was dusty and full of ruts, and last but not least of the difficulty of climbing was the rarified air, which is found 4444 feet above the sea level. This caused many stops to recuperate and get breath. The combination of poor roads, up grade, rarified air and no water made this seven miles the hardest portion of the trip.

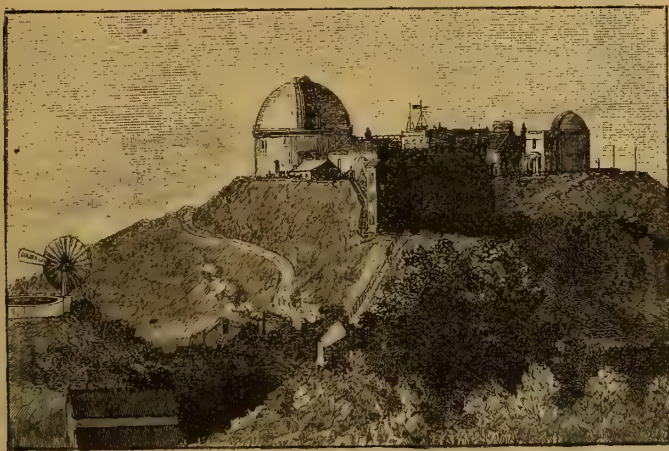
At 11.15 our cyclist reached the cottages, located on the saddle, between Mt. Hamilton and Mt. Capernicus, and he enjoyed a chat with two of the subordinate employees of the Observatory and at the same time made a raid, armed with a tin cup, on the Lick Observatory drinking water. Twenty minutes later found him at the entrance of the great Lick Observatory.

Sitting on the steps adjusting an instrument were three Professors and two gentlemen with the ordinary title of "Mister." Standing on this solitary mountain peak, almost a mile above the sea level, our cyclist viewed the surrounding country, and he saw, towards the east Mt. Huygens (commonly known as East Peak) upon which is located the reservoir, holding the Lick Observatory water supply, the water being forced, by a steam pump, through a two inch pipe, 3-4 mile long from a spring 388 feet below. In the distance about 85 miles (air line) further to the east, he saw, with the aid of glasses, the Yosemite Valley. To the south is Mt. Isabel, a rugged piece of ground with shrubbery so thick that it is almost impossible to ascend it, and standing almost as high as Mt. Hamilton. Between these two mountains is a canon over 1000 feet deep and the "air line" distance from summit to summit is 1.25 miles. From the southwest to the north are low hills, some 600 feet below. This gave a commanding view of the road just travelled, showing its 365 curves appearing like a huge serpent twisted and wound around the hills, with its tail projecting over the first summit to San Jose, 15.50 miles away, air line, and 26.90 by way of the road, whilst its head rests at the Observatory. To the south, Gilroy, and to the west, Los Gatos, can be distinctly seen nestled in the heart of the Santa Cruz Mountains. To the north and west can be seen San Jose, Santa Clara and S. F. Bay, and on a clear day the city of San Francisco can be distinctly discerned. The mountains named Tamalpais (Marin Co.) Shasta (Siskiyou Co.) St. Helena (Napa Co.)



Whitney (Tulare Co. and the Sierra Nevada Mountains) also appear in full view.

Let our cyclist now turn towards the observatories itself and accompany him within the buildings. These buildings are of brick, sandstone and iron.



THE LICK OBSERVATORY.

A distance of 10 feet across the west vestibule he passed under an archway to the Centre Hall (about 20 feet square). Then facing north passed to the visitors room and after placing his name on the "visitor's register," returned to Centre Hall and passed under another archway to the Main Hall, which is about 9 feet wide and 190 feet long. He then walked 95 feet to the north end of the hall and climbing an iron stairway, entered the dome built for the "twelve inch" telescope. This dome is 25 feet 6 inches in diameter and is made of thin plates of nicked copper, secured to a light framework of wood. The slit for observation is three feet wide and extends beyond the zenith. The dome can be revolved, once, in less than two minutes. The approximate weight is eight tons. The telescope is about 20 feet long and is mounted on a brick pier with a driving clock placed therein. To the south and next to this dome, is the clock room, containing five clocks and several chronometers and also the "standard clock." A watch can be set to the second by the ticks of this clock which can be heard through any telephone on this coast.

Our cyclist now passed to the south half of the Main Hall, first visiting the Secretary's office, then Library, Director's office and last into the Great Dome. This was built by the Union Works of San Francisco and was placed in position Oct. 1887. No adequate notion of the design can be had without either seeing photographs of it, or seeing the dome itself. It must suffice to say that the outside diameter is 75 feet 4 inches, the inside 71 feet. The dome stands on a smooth cylindric wall of brick 3 feet 2 inches thick at base and 2 feet 3 inches thick at the top. The wall has but few windows. The dome itself is admirably constructed by the makers. The moving part weighs 99 1-2 tons and can be moved with a pull less than 200 pounds, that is, one pound can move 1000. Most of the bearings are anti-friction ball bearings.

To give an idea of the amount of work and material used in the construction of this dome, this summary is appended:

|                               |                |
|-------------------------------|----------------|
| Total weight of cupola        | 174,000 pounds |
| Total weight of live ring     | 50,000 pounds  |
| Total weight of moving parts  | 199,000 pounds |
| Total weight of metal in dome | 289,000 pounds |

Total number of bolts and rivets used only in the construction of this dome, two hundred and fifty thousand pounds.

As to the telescope there is no way to obtain any idea of the great size and of the mechanical perfection except by seeing it and by detailed-verbal explanation on the spot. The height of the pier is 37 feet 10 inches, exactly, from the floor to centre of motion. Upon this is balanced the great telescope which is 2500 pounds in weight and counterbalanced by weights of the same number of pounds making a total of 5000 pounds supported by this iron pier. This weight is moved by a driving clock, stationed in the centre of the pier. This great weight moved by clock work gives one an idea of the perfect mechanism of this instrument. The tube of the telescope is 3 1-4 feet in diameter, at each end, and four feet diameter at the centre, and its length is 56 feet 6 inches. Under this telescope lies the mortal remains of James Lick, the man who donated \$700,000 to build "the most complete and largest observatory in the

world;" \$575,000 was spent in its construction, the remaining \$125,000 is placed at interest. The said interest is applied towards defraying the expenses of the Observatory. To the east of the north end of the Observatory Main building is located the Meridian Circle, Transit and Photographic Houses.

Nearly two hours were spent in the inspection and after a few minutes call upon Professor Holden, the director, our cyclist again mounted his wheel homeward bound, and in less than one hour was enjoying a bountiful lunch at Smith's Creek Hotel. Coasting was then in order as far as the Junction House, and then began a 40 mile pump against a heavy head wind to Brooklyn. He stopped at Union City (near Alvarado) for supper and finished his trip a wheel to Brooklyn in time to catch the 10.55 night train for San Francisco, after having completed a "century run" (101 miles) a wheel for the day's trip.

#### ANCHORED.

(Being a Saccharine ditty of Ripley Town, by "Jack.")

Sweet Ripley! Loveliest village of the bunch,  
Where scores of cyclists breakfast, dine and lunch,  
How often I've been "Anchor"ed or "Talbot"ted  
As I read the *Times* or *Lippincott*.  
Sweet Harriet! (Her memory makes me sad),  
Sweet Margaret, her sis, who called me bold and bad,  
Sweet "old reliable" Harriet, and Annie at the "Anchor,"  
Light-footed Alf, so deft with glass or tankard.  
Sweet everything about the pretty place,  
(Except the "bitter beer") which we could trace  
To Harrold Crooke, of Guildford,—hundred miler—  
A "rapid" man, and an accustomed "smiler."  
Sweet church, where cyclists learn to pray  
When the wind is high, or wet the way.  
Sweet Ripley! famed the country far and near,  
For all that to a bicyclist is dear.  
Dear Ripley! loveliest village of the lot,  
Where we quaffed "bitter Bass" in pewter pot,  
(And took a well remembered "header")  
On the crooked stairs on the way to bed,) or  
Tucked full snug in our beds of down,  
We dream of the frolics of Ripley Town.

(N. B. Boot-jacks, ink bottles, pewter-pots, etc., thrown at the writer will not be returned.) JACK.

#### THREE IN ONE.

*Editor Bicycling World*:—We had a fine ride (the two of us) a few days ago, and went rather off our usual routes,—into Cambridge, on past the colleges, the Songfellow house, Fresh(man's), Pond and Red Mount boneyard, and so round via Watertown, etc., and back to the city by the Brighton road: saw many cyclists spinning, and some old paupers a-riding in their carriages. The main point here is that while on the wheels we excogitated a dozen improvements for these truly pedaltonic lines of ours, a crude version of which is afloat:

#### THREE IN ONE.

A Centaur, we learn from the classical sources,  
Was half a man's body grafted on to a horse's;  
But that freak of old fable to-day is outdone,—  
Bicycling is a man, carriage, horse, all in one.

The editor offers a suitable reward to anyone guessing the riddles and concealed name in this note.

April 18.

T. W. O.

#### CYCLING AND HEALTH.

ON reading the speech of Dr. Danelson, given at a banquet of the Buffalo Bicycle Club, I was surprised to find that he took so strong exceptions to my article in the *BICYCLING WORLD*, cautioning bicyclers against wearing belts or other constrictions about the waist, as they had a tendency to induce hernia. As he is quoted, he says that he does not believe such a thing possible. I am not stating the theories of Dr. Blank on the suppositions of Dr. Humbug, but facts. If Dr. Danelson will look over the article he condemns he will find the statement not of a theory, but of two cases of hernia caused by bicycling. I do not think anyone can misunderstand that statement. I take great pride in my health and strength, and have always actively indulged in outdoor sports, have very often exerted my utmost strength in lifting, and had never felt the slightest ill effects until a hernia developed as a result of bicycling. I am satisfied that the real cause of my hernia was the tight belt used to retain my clothing in position. I hardly think that Dr. Danelson can ask for any stronger proof of the validity of my position. I am connected with one of the leading medical educational institutions



in ——— City, and see a great many cases of hernia, and so I am not quoting theory when I say that constrictions of any character about the waist have a tendency to induce hernia, when one is lifting, jumping or suffering from a severe cough.

This is well shown amongst the longshoremen, who often hold their trousers up by a strap drawn tightly about the waist, and they certainly are as powerful a class of men as can be found anywhere, yet they quite frequently suffer from hernia, and it is almost an impossibility to prevent the hernia from coming down, even with a well applied truss, as long as the patient continues to wear the tight strap around the waist while lifting. Remove the strap and the truss retains the hernia easily. The doctor also states that when the bicyclist is putting forth his greatest efforts, his body forms a right angle with his thighs, the strain being through his arms, along his back and down his legs, that his abdominal walls are relaxed, and on account of his rapid breathing his diaphragm is not fixed for any length of time, and consequently there would not be the rigidity necessary to force the interstices down, and tend to induce hernia. Now I do not think that the doctor could have read my article very carefully or he would not have committed the error of making statements which can readily be disproved.

In my article I spoke of the effort put forth in climbing very steep grades, and not of the effort put forth in spurting on the level or on an ordinary hill. In such cases the strain would come as Dr. Danelson has stated, but on a very steep hill the conditions are different. We have a great many bicyclists here, and I have observed that the position which they almost invariably assume in climbing our steepest hills is an erect one; in fact they stand upon the pedals, and supplement the weight of the body by pulling up on the handlebar with all the strength of the arms, *in reality they are lifting*, with the body and limbs in very nearly a vertical position. The abdominal walls are rigidly contracted, the diaphragm fixed or moving but slightly, for the breathing is shallow, short and more or less rapid, depending on the length of hill being surmounted. If the bicyclist has been riding at an ordinary gait before reaching the hill, and the first part of the hill is very steep, his diaphragm is then fixed and he is lifting with quite long strains. Now what I wish again to say is, that if that bicyclist has a tight belt preventing the free expansion of the waist during the efforts he is putting forth, he is placing himself under very favorable circumstances for the development of hernia, as the power of the abdominal walls is then directed toward forcing the interstices toward the pelvis and out through the inguinal canals.

Any one who reads this carefully cannot help but admit that the ground I have taken is practical, not theoretical. I am glad indeed to see that medical men are beginning to find out the beauty and healthfulness of bicycling, and to use their influence (which is very great) toward its advancement. But is it wise to claim perfection for it and summarily take it for granted, that anyone who wishes to bring out a discussion of some of its few disadvantages is an enemy to the bicyclist? I think that full and free discussion of all of its defects, would be an aid to bicycling, for I am sure that its peerless pleasures so far outweigh its few defects that no one would hesitate to adopt it for health or recreation. I do not write this to alarm a single bicyclist, but if we run any risks, be they ever so small, and can avoid them by timely precaution, is it not wise to do so? It is far better to prevent than to cure.

Sincerely yours,

L. A. W. 18,954.

MESSRS. S. & J. DAVIS, the caterers of Newark and Orange, are very popular with wheel clubs and wheelmen. Their large restaurant and ice-cream parlor on Main street is a favorite resort with wheelmen in the Oranges. Dinner is served in the cafe, and special attention is paid to the comfort of wheelmen.



THE WHITE FLYER.

SOME few weeks ago, we promised our readers that as soon as we could get facts and cut, we would describe the latest addition to the cycling family, namely the White Flyer. It is a rear driving safety, with 30-inch wheels geared to 60-inch, and more if so desired. The pedals are so adjusted that they can be stopped in any position, and by equal pressure of both feet, they become foot rests. The length of the stroke can be varied, pushing one pedal down raises the other a corresponding distance. There are no springs used to draw the pedal back to the initial point; the weight of the down pressed pedal raises the other one. By this description it will be seen that the rider can lift himself out of the saddle in a somewhat similar manner as the rider of a crank machine can do. A point in this machine, and a peculiar one, is that for any person affected by either a stiff knee, or one whose leg has been injured so as to make one shorter than the other, an adjustment of the pedals and driving strap can be made to suit the peculiar conditions. The swing, or guide frame hanging from the backbone, on which the pedals move up and down, can be thrust, while the rider is in motion, to almost any angle. Thus, if he wishes a vertical tread, the frame can be swung so that the pedals come well under the saddle. If, on the contrary, the rider wishes to change the position, and get more of the thrust stroke, this can be done by swinging the frame toward the front wheel. It is claimed that its availability in change of position can be the means of resting the rider very much. It is claimed that when the driving pedal is on top of the guide frame, and in the beginning of a stroke, the construction is such that the rider has more leverage in this point than at any other in the whole stroke. The leverage lessens as the pedal moves down, and as the legs straighten out, thus equalizing the force to be exerted necessarily in driving the machine. The bearings of the machine are rollers, and we are assured that the adjustment of the joints are so delicate, that the bearings are positively dust proof. It is further claimed that the bearings will, without adjustment or touching, save occasional oiling, wear as long as the bicycle itself. Care has been taken to have plenty of clearance between the bottom of the swing frame and the roadway. Those who have tried it, aver that the steering is very easy, and not at all sensitive. The brake is of the plunger pattern. The saddle manufactured by this company, was adopted after numerous trials, and was selected with special reference to the safety bicycle. It is readily attached, and is adjusted by a simple but effective device. All the parts of the machine are absolutely interchangeable. Any part that is wanted can be furnished by the factory or its representatives, and put in place



without any extra fitting. The metal used in the construction of these machines, we are assured, is of the best quality of its kind.

As far as the ability to construct machines is concerned, we have already described the factory of the White Co., in the fitting up of which no expense has been spared to put in the most expensive and perfect form of machinery. These safeties will be put upon the market in June of the present year, and the public will have a chance to put to test the claims made by this company for the White Flyer. The patterns for a ladies' safety, and for a tandem for ladies and gentlemen as well as those of the single and tandem tricycle are well advanced. It will not be upon the market until next year. The White Cycle Co., of Westboro, are now issuing their catalogue, and on receipt of anyones' name who desire to have a catalogue sent them, we have no doubt that this company will send them one.

L. H. JOHNSON is receiving a few of the new Catford Premier Safeties, which are making a great hit among the road-scorching fraternity of England. These are snapped up on arrival, but he has placed cable orders that will insure delivery from stock in a short time. This road-flyer weighs complete, with brake, saddle and pedals, thirty-three pounds, has hollow felloes, butted spokes, and is used by Nairn, of the *Cyclist*, weight 184 pounds, as a roadster. American riders of the "Catford," among whom is Mr. Louis B. Bonnett, the well-known road-scorcher of the Elizabeth Wheelmen, pronounces it the easiest-running safety he ever rode.

HOWARD A. SMITH & Co., Newark, N. J., report immense returns from their special advertisement in the BICYCLING WORLD of March 29th.

MR. W. A. CLARK, on an Eagle bicycle, renewed his attack on Bank Hill, Birmingham, Ct., last week Wednesday, and he climbed it in great shape. This is one of the very toughest hills in the state.

HOWARD A. SMITH & Co., Newark, N. J., are teaching the ladies of Newark, Orange, and the surrounding cities how to ride the safety bicycle. Oraton Hall is one of the best riding halls in the United States, being free of posts or other obstructions. Special attention given to ladies on Monday, Wednesday and Friday afternoons.

THE Capital Cycle Co. report that lady riders are discovering the advantages of a light over a heavy Psycho, and that while a bicycle is one half the weight of a tricycle, yet a lady's bicycle weighing over 40 pounds is still too heavy; also that strength depends upon proportion and not upon weight.

HOWARD A. SMITH & Co., Newark, N. J., state they have the largest stock of second-hand bicycles of any dealer in the Eastern States. Intending purchasers should write them for their list.

THE Overman Wheel Co. are making immense additions to their already large factory at Chicopee Falls, Mass. The new buildings now being erected will add 30,000 square feet to their floor space. This will be encouraging to the riders who are waiting for Victors,

NED OLIVER, of the Gormully & Jeffrey Co., was in Minneapolis a week ago, on business connected with his firm. Oliver is always a welcome visitor, and all regret his leaving.

CHARLES SCHWALBACH, of Brooklyn, has issued a thirty-six-page catalogue for 1889. Send to Mr. Schwalbach for a copy.

## THE KODAK CAMERA---FOR WHEELMEN.



Price, \$25.00.

THE operation of securing views with this camera consists simply of leveling it at the object to be photographed, and pressing a button.

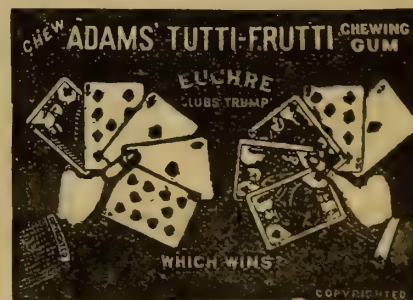
One Hundred instantaneous views may be made without reloading, and a knowledge of photography is unnecessary. The "Kodak" is but about six inches in length, and weighs less than two pounds.

A handsome russet leather carrying case with shoulder strap forms a part of each outfit.

The "Kodak" is an article which every wheelman should possess, and secure, by its use a complete pictorial record of interesting scenes and incidents which no trip is without.

Send for copy of Kodak Primer, containing Kodak photograph.

**The EASTMAN DRY PLATE AND FILM CO**  
**ROCHESTER, N. Y.**



Every Club House should have an Automatic Box.

Address ADAMS & SONS, 150 Sand Street.  
BROOKLYN, N. Y.

## BICYCLE and ATHLETIC GOODS.

The Kingston Knitting Co.,

OF BOSTON, MASS.,

Manufactures, for the trade and clubs, the most beautiful line of Athletic goods made, and in the latest colors, in PLAIN, STRIPED and mixed cloths, in worsted, wool and Jersey spun cotton, for Bicycle riders, Gymnasium, Base Ball, Foot Ball and Lawn Tennis Suits, Rowing, Yachting and Bathing Outfits, Hosiery, Caps, etc., all from our special weaving, and for style, elasticity and durability cannot be excelled.

Our JERSEYS, KNEE TIGHTS, KNICKERBOCKERS, TRUNKS, and SUPPORTERS, are unsurpassed for good taste, comfort and easy fitting.

Many novelties in plain and ribbed suits and Sweaters.

Our prices are very reasonable.

Correspondence solicited.

**KINGSTON KNITTING CO.,**

27 Kingston St., Boston



\$3.00

\$3.00

**Toulmin's Buffalo Bicycle Shoe,**  
Made only of Genuine Kangaroo, 3.00.

Liberal Discount to Bi. Agents. Write for 1889 circulars of Bicycle and Base Ball Shoes.

**W. B. TOULMIN, Buffalo, N. Y.**

## PHOTOGRAPHY

Send for our new "Handbook of Photography." MILLER & HOPKINS, 443 Fulton Street, Brooklyn, New York, or 4 East 60th Street, New York City.

Cycling Photographic Outfits a Specialty

**HARRY D. HEDGER,**

Cycle Dealer & Repairer,

**473 Tremont Street,**

**Boston, - - - Mass.**

**COLUMBIA TANDEM BICYCLE**

Cost Two Weeks Ago, \$200, will sell for \$180 Cash.

Condition and finish guaranteed as good as when it left the factory.

Reasons for selling, owner is going to leave town. Address WILL P. LEWIS, 173 1st., Johnstown, Pa





**New "ACME" BICYCLES**

| Rubber Tires.                        | Factory Price. | Our Price |
|--------------------------------------|----------------|-----------|
| 52 in. furnished with tools and pump | \$400 00       | \$360 00  |
| 50 in. " " " " " "                   | 50 00          | 33 00     |
| 48 in. " " " " " "                   | 50 00          | 33 00     |
| 46 in. " " " " " "                   | 45 00          | 27 00     |
| 44 in. " " " " " "                   | 40 00          | 24 00     |
| 42 in. " " " " " "                   | 35 00          | 21 00     |

**SAFETY BICYCLES**

SEND FOR CATALOGUE.

Small Boys' 20 in. wheels, with parallel bearings... \$25.00  
 Large Boys' 24 in., with brake and mud guards... 35.00  
 Ladies' or Men's 30 in., ball bearings to both wheels, 75.00  
 Ladies' or Men's 30 in., ball bearings, A.T. OVER. 90.00

**ST. LOUIS, E. C. MEACHAM ARMS CO.**



LEAGUE HEADQUARTERS:  
 12 Pearl Street, Room 27  
 ABBOT BASSETT, Secretary.

ON Tuesday next the League year ends and all memberships that have not been renewed will cease. Members are, however, carried on the list till July 1 and may renew at any time during the months of May and June. The promptness with which members have renewed this year is unprecedented in the history of the League. Last year 1565 members renewed during the last month of the League year. This year the number is 3850. In the same month 97 persons applied for membership and this year we have published 868 names. Very much of this promptness in renewing is due to the fact that the renewal season has been changed from the winter months to those of the riding season and it may not be fair to claim a better record than was made last year since the conditions are different; but last year we published but 493 new names in April, and so, on the whole, we believe we are going ahead towards 15,000.

#### League Club No. 215.

The Warren Cycle Club, of Warren, Pa., has qualified as a League Club and is entered on the books as League Club No. 215. President, Dr. Richard B. Stewart; Secretary, S. J. Franklin.

ABBOT BASSETT, Sec.

#### Chief Consul of Nebraska.

By virtue of the power in me vested by the Constitu-

tion and By-laws of the L. A. W., I hereby appoint Mr. F. N. Clarke of Omaha, Chief Consul of Nebraska.

CHARLES H. LUSCOMB, Pres. L. A. W.

#### Massachusetts Division.

To the members of the Massachusetts Division:

Mr. Geo. W. Parker of New Bedford is hereby appointed a representative for this Division to fill vacancy.

Fraternally, WM. H. EMERY,  
 Chief Consul.

#### Illinois.

Mr. Frank G. Woodruff is appointed Local Consul for Joliet. Jennings House of Elgin, League Hotel, rates \$1.50 per day, dinner 40 cents. Regular rate \$2.00. Yours etc., W. A. DAVIS, C. C.  
 April 19th, 1889.

#### Pa. Div. Committees for 1889.

Rights and Privileges—S. A. Boyle, Philadelphia; D. K. Trimmer, York; J. J. Van Nort, Scranton. Rules and Regulations—W. D. Supplee, Philadelphia; G. N. Osborn, Philadelphia; W. L. Dean, Kingstons. Improvement of Highways—S. H. Murray, Sewickley; H. R. Lewis, Philadelphia; J. B. Kaercher, Pittsburgh. Racing—C. B. Holly, Phillipsburg; Kirk Brown, Philadelphia; Ira A. Dayton, Williamsport.

#### Two National Championships.

The Kansas Division has been officially notified of the assignment to it of two L. A. W. championships for '89, viz: the half mile bicycle and the ten mile bicycle. Chairman Davol of the Racing Board, in his letter of notification, says, "Try and make them warm." In pursuance of this admonition the Ottawa Wheelmen will offer, in addition to the regular championship medals, a special prize for each race. If the time made in either or both of these races is equal to the best time heretofore made in the same championships, the winner or winners will receive a handsome diamond stud valued at \$65. The total value of prizes offered is \$600, and as fourteen out of the twenty events will be open to all, it is hoped that eastern prize winners will compete. The track is a fast one and will be in perfect condition for the meet. All wheelmen are cordially invited to visit Ottawa June 5th and 6th next.

WM. C. BRADLEY, Chief Consul.

#### Meeting of R. I. Div. Board of Officers.

Board met at 5 P. M., March 26, 1889—Chief Consul Davol presiding—voted to establish one and two mile safety state championships (L. A. W.)

Former By-laws repealed and new code adopted. Voted to have Division Hand Book issued. Also voted to purchase 50 Mass. and R. I. Road Books from Mass. Div.

Adjourned.

N. H. GIBBS, Sec.-Treas.

#### To the Members of the N. Y. State Division.

New York State Division Committees are hereby appointed and announced as follows:

Executive and Finance—W. S. Bull, Chief Consul; M. L. Bridgman, Vice Consul; Dr. Geo. E. Blackham, Dunkirk, N. Y.

Rights and Privileges—Walter S. Jenkins, 18 East Eagle street, Buffalo; Michael Furs, 16 Court street, Brooklyn; L. A. Newcome, 169 Broadway, New York City.

Rules and Regulations—E. J. Shriver, N. Y. Metal Exchange, New York City; A. B. Gardner, 11 Broad street, Utica, N. Y.; J. M. Warwick, 30 Broad street, New York City.

Improvement in Highways—I. B. Potter, 38 Park Row, New York City; C. E. White, W. U. Tel. Co., Albany, N. Y.; A. M. Dickinson, 125 East 76 street, New York City.

Road Book—A. B. Barkman, 608 4th avenue, Brooklyn; John S. Kellner, 107 Pearl street, Buffalo; W. H. De Graaf, 47 West 14th street, New York City.

Yours fraternally, W. S. BULL,  
 Buffalo, April 20, 1889. Chief Consul.

#### Massachusetts Division.

To the members of the Massachusetts Division:

A brief statement of what has been gained by the Division thus far this season and our plans for the future is necessary to a perfect understanding that we may all work effectively.

In the Legislature we have gained the bill for the appointment of a Superintendent of streets in each town doing away with the old system of highway surveyors. This is a great step in advance for better roads.

Our bill for the appointment of a "Highway Commissioner" which would have given us an almost perfect system of road improvement was defeated owing to the prejudice against wheelmen, a feeling that the

Superintendents alone should be tried for one year, and causes outside of our organization of which we have a full knowledge.

With the experience gained we may reasonably feel certain of success another season, if all labor to increase our membership, for numbers will prove a powerful influence.

Before another session of the Legislature we hope to have stablemen and farmers organized and working with us, then the prejudice that it is a wheelmen's measure will be removed.

In the matter of renewals and new applications for membership, Massachusetts stands first at present but is being closely pressed by other Divisions. To maintain our front rank we must all work. Renewal at once if you have not done so. Get at least one new member into the League, then we shall rank first instead of third as last year. We are growing rapidly but all members are not fully alive to the necessity of this work.

In comparison with this time last year when we had 174 renewals and 12 applications, we have at present 471 renewals and 164 new applications, a gain of 297 on renewals 152 new members.

The Division is being pushed forward by every possible means, will you not do your share and get one new applicant? It is but little to ask for the benefits you receive.

This review shows that we can well congratulate ourselves on our success thus far, and the thanks of the Division are due to those who have worked for the accomplishment of what we have attained.

Let us then go forward with renewed energy and earnestness for we can conscientiously recommend our organization for its merit and value to wheelmen.

A committee is considering the feasibility of publishing a road map of the State for the members of the Division.

No true wheelman will desert in time of battle and we are still fighting the battle of better roads, therefore I ask you again to renew at once and get one new member that we may have sufficient numbers to accomplish whatever we undertake and that we may stand first in rank in the League. Fraternally,

WM. H. EMERY, Chief Consul.

#### APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list to the following week.

Last 180—Total 247—

BOSTON, April 26, 1889

ALABAMA—2.

#### Unattached.

22123 Bell, F. M., Montgomery  
 22122 Clay, Walter B., 512 Columbia st., "

CALIFORNIA DIVISION—26.

#### Bay City Wheelmen.

22144 Hull, J. J., 302 McAllister st., San Francisco  
 22145 McClure, J. W., 1502 Market st., "  
 22146 Skelton, G. D., 47 South Park, "  
 22147 Hopkins, W. L., 1100 Haight st., "  
 22148 Allan, A. D., 1213 Laguna st., "  
 22149 Thomson, J. E., 1512 Market st., "  
 22150 Jackson, O. W., care Wells, Fargo & Co., "  
 22151 Ray, F. W., 224 Sansome st., "  
 22152 Leadbetter, F., 813 Market st., "  
 22153 Spaulding, H. W., 214 Market st., "  
 22154 English, C. F., 2417 Howard st., "  
 22155 Farrea, R., 327 Stevenson st., "  
 22156 Bell, A. F. I., 11 Stevenson st., "  
 22157 Waizman, F., 1432 Golden Gate ave., "  
 22158 Bartlett, 510 Geary st., "  
 22159 Doane, T. H., 401 Sansome st., "



22160 Wynne, H. F., 22d and Folsome sts., S. Francisco  
 22162 Norris, W. L., 11 Stevenson st., "  
 22163 Clark, H. O., 132 Post st., "  
 22164 Debnay, C. G., P. O., Tacoma, Wash. Ter.  
 22165 Barlow, E. S., P. O., Tacoma, Wash. Ter.  
 Unattached.

22168 Chirch, E. E., 7 Merchant, Grass Valley  
 22169 Abadie, Emile R., Sup't N. Star Line, "  
 22166 McDonal, Paul, Merced  
 22246 Britton, F. P., care J. M. Armsby Co., San Francisco  
 22245 Schultis, F. S., 205 Montgomery st., "

## COLORADO DIVISION—1.

Unattached.

22169 Hener, Wm. J., 2338 Market st., Denver

## CONNECTICUT DIVISION—8.

Thomaston Cycle Club.

22188 Bill, Geo. L., Box 241, Thomaston

Unattached.

22183 Nevy, H. C., 149 Sigourney st., Hartford  
 22170 Coxeter, James M., 12 Center st., New Haven  
 22184 Minor, S. C., 60 Sixth st., Norwich  
 22185 Robertson, Harvey G., 12 Church st., "  
 22186 Fitzpatrick, A. W., 79 Prospect st., "  
 22187 Lee, F. H., 267 Central ave., "  
 22189 Clark, L. C., Plantsville

## DISTRICT OF COLUMBIA DIVISION—1.

Unattached.

22171 Sturtevant, Edward K., 615 7th st., Washington

## ILLINOIS DIVISION—13.

Aurora C. C.

22289 Fitzgerald, E. A., 15 N. Broadway, Aurora  
 22314 Watson, Will J., 227 S. Lake st., "  
 Mattoon C. C.

22260 Clark, Horace W., cor. E. 2d and Richmond, Mattoon  
 22261 Montague, Chas. T., Box 804, "  
 Lincoln Cycling Club.

22312 Chase, F. L., 169 Eugene st., Chicago  
 22313 Erwin, J. Milton, 200 Adams st., "  
 Unattached.

22262 Bleuler, N. E., Jacksonville  
 22264 Byrns, Frank M., "  
 22263 Crannell, Thomas J., Ins. for Deaf, "  
 22260 Goodrich, Ralph H., Braidwood  
 22172 Martin, Edw. P., Box 175, Chicago  
 22124 Schlaudeman, Harry, Decatur  
 22315 Poole, G. C., Marseilles

## INDIANA DIVISION—1.

Unattached.

22265 Barr, Herbert S., Crown Point

## IOWA DIVISION—3.

Humboldt Wheelmen.

22125 Smith, S. W., Humboldt

Ottumwa Bi. Club.

22317 McCarroll, J. B., Ottumwa  
 22316 Fann, C. B., "

## KANSAS DIVISION—2.

Unattached.

22248 Arnold, M. T., Burlington  
 22247 Conkling, B. D., Box 68, "

## KENTUCKY DIVISION—1.

Unattached.

22243 Mallory, H. C., Frankfort

## MARYLAND DIVISION—10.

Hagerstown Bi. Club.

22250 King, Wm. B., Hagerstown  
 22251 Shuster, Robert C., Hagerstown

Unattached.

22292 Just, C. Louis, 14 Light st., Baltimore  
 22291 Paul, A. Brown, 38 W. Balto st., "  
 22249 Mayo, Rev. Robert Atkinson, 910 St. Paul st., Baltimore

22190 Mettee, Martin R., 1428 Lafayette ave., "  
 22191 Ziegler, Albert L., Box 133, "  
 22126 Marken, U. M., Box 631, Frederick  
 22127 Reich, Benj. F., Box 262, "  
 22318 Riordan, Wm. A., Box 135, Baltimore

## MASSACHUSETTS DIVISION—45—

Holyoke Bi. Club.

22193 Craig, Wm., care D. Mackintosh & Son, Holyoke

22194 Judson, Joseph, Farr Alpaca Co., "  
 22195 Collingwood, James, Farr Alpaca Co., "  
 22196 Taylor, G. E., 235 High st., "  
 22197 Brodley, E. D., care B. F. Perkins, "

22198 Hoffbean, Otto, German Mills, Holyoke  
 22199 Morron, T. J., 233 High st., "  
 22200 Holbrook, Louis, care C. H. Banah & Sons, "  
 22201 Lamb, E. D., Merrick Thread Co., "  
 22202 Wood, T. H., Farr Alpaca Co., "  
 22203 Cooley, Frank, 253 Oak st., "  
 22204 Ross, Wm., 14 Main st., "  
 Medford Cycle Club.

22254 Bigelow, Edw. T., Medford  
 Middlesex C. C.

22128 Kilby, Mrs. Quincy, Boston Theatre, Boston  
 Northampton Wheel Club.

22135 Smith, Harvey W., Smiths Ferry  
 22136 Schearn, Fred. C., Box 218, Northampton  
 22137 Smith, Frank H., Smiths Ferry

Quixote B. C.  
 22208 Rowe, Fred. L., 85 Wash. st., Haverhill  
 New Bedford C. C.

22322 Jewett, Wm. N., 82 School st., New Bedford  
 22323 Parker, F. C., 37 Maxfield st., "  
 Unattached.

22255 Blackinton, Amos S., Jr., Box 544 Attleboro  
 22294 Young, Edwin F., "  
 22297 Lee, George F., E. "  
 22296 Wood, Edward H., 71 Rantone st., Beverly  
 22298 Ainsley, J. R., "Hotel Westland" Boston  
 22252 Alexander, Peter, 79 Franklin st., "  
 22293 Greenway, Miss E., Huntington House, Cortes st., Boston

22192 Nash, Geo. W., 43 Chauncy st., Roxbury  
 22174 Prentiss, Melville, 10 Winthrop st., Boston  
 22131 Webber, Wm. O., 65 Sears B'd'g, Boston  
 22129 Story, Chas. W., 22 Central "  
 22130 Reed, Miss M. G., 176 Columbus ave., "  
 22253 Stone, Everett W., 282 Devonshire st., "  
 22297 Adams, Ernest H., 36 Chestnut st., Fitchburg  
 22295 Stanley, Dr. N. A., 3 Eddy B'd'g, New Bedford  
 22266 Wade, Clara E., Newton Centre  
 22134 Groover, J. Hubert, 93 High Rock st., Lynn  
 22133 Pevear, W. A., Whittier st., "  
 22299 Wright, Fred. I., 10 Pleasant ave., Somerville  
 22132 Bacon, Wm. H., W. Newton  
 22173 Miller, Alexander R. G., 34 Newbury st., Worcester

22324 Hoyt, Frank S., 8 Davis st., "  
 22319 Ourish, Wilson, 267 Wash. st., Dorchester  
 22320 Sawyer, A. H., 31 Broad st., Newburyport  
 22321 Shinney, Eugene N., Agawam House, Ipswich

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## NEW YORK DIVISION—26.

Attica Cyclers.  
 22303 Richardson, Lee Grant, 11 Main st., Attica  
 Cortland Co. Cyclists.

22182 Graves, Lewis B., 16 Washington st., Cortland  
 Fort Schuyler Wheelmen.

22226 Brown, J. H., 44 Rutgers, Utica.  
 22227 Welbon, Jno., 3 Dudley, "  
 22228 Nicholson, W. S., 96 South st., "  
 22299 Gardner, A. B., 11 Broad st., Buffalo

Poughkeepsie Bi. Club.  
 22181 Jennings, Frank M., 151 N. Hamilton st., Poughkeepsie

Waiontha Bi. Club.  
 22232 Bush, Dr. Pine E., East Main st., Richfield Springs

Unattached.

22177 Jewett, Fred. J., 125 E. Chening Pl., Elmira  
 22178 Wilbor, Dr. R. A., 313 E. Walter st., "  
 22179 Jewett, Frank N., 125 E. Chening Pl., "  
 22229 Cook, C. L., Hudson

22230 Farrand, Arthur, "  
 22175 Betts, Clarence S., 68 East 124 st., New York  
 22300 Slingerland, W. H., 270 W. 43rd st., "  
 22225 Caverly, Martin E., 157 E. 95th st., "  
 22176 Bell, Mrs. Winslow Manley, Milton  
 22298 Spencer, Nellie M., 107 Stanwix st., Rome  
 22329 Martin, Edwin H., 9 Henry st., Utica  
 22231 Sully, Thomas R., 85 Meigs st., Rochester  
 22244 Field, Lovasso, 43 So. Goodman st., "  
 22302 Abrams, Clarence S., Box 155, Rye  
 22301 Halsted, J. Henry, "  
 22269 Ferris, G. C., care D. L. & W. R. R. Syracuse  
 22268 Kelly, Thomas, Box 236, Wappingers Falls  
 22180 Thornhill, Sewell, "

## OHIO DIVISION—11.

Cincinnati Bi. Club.  
 22330 Aman, E., 59 East 2nd, Cincinnati  
 Dayton Bi. Club.

22234 Houck, Elmer H., 314 E. 6th st., Dayton  
 Richland Ramblers.

22331 Jesson, Tom, Mansfield  
 22332 Bloom, Will, "  
 22333 Pontious, W. H., "  
 22334 Huggins, Jack, "

Unattached.

22233 Munro, Arthur B., 113 East 6th st., Cincinnati  
 22335 Held, I. L., Limaville  
 22258 Curtis, M. R., Geauga Lake  
 22304 Naylor, John F., Plimpton  
 22143 Telford, W. H., Troy

## PENNSYLVANIA DIVISION—53.

Century Wheelmen.  
 22235 Stout, Chas. M., Jr., 1822 No. 18th st., Philadelphia

Harrisburg Wheel Club.  
 22236 Keet, Chas. R., 443 Market st., Harrisburg  
 22237 Duke, J. C., "  
 22238 Stone, H. W., Box 595, "  
 Penn. Wheelmen.

22306 Earl, Clinton F., 525 Penn st., Reading  
 Scranton Bi. Club.

22341 Barnard, Edward, Scranton  
 22342 Baumeister, J. F., "  
 22343 Billings, S. J., "  
 22344 Beadle, R. W., "  
 22345 Clemons, F. H., "  
 22346 Conrad, C. C., "  
 22347 Coursen, H. A., "  
 22348 Edwards, Fred W., "  
 22349 Fowler, Jno. W., care Lackawanna Trust Co., Scranton

22350 Hartman, F. Q., "  
 22351 Jenkins, John T., care Boston Store, "  
 22352 Killam, F. K., care Jones Bros., "  
 22353 Pratt, C. B., "  
 22354 Prendergast, R. E., "  
 22355 Richmond, George F., "  
 22356 Voris, Frank L., care Williams & McAnulty, Scranton

22357 Woolsey, J. B., "  
 Warren Cycle Club.

22270 Best, J. A., Warren  
 22271 Cable, James, "  
 22272 Davis, H. E., "  
 22273 Franklin, S. J., "  
 22274 Freeman, W. W., "  
 22275 Greaves, W. A., "  
 22276 Gerould, D. L., "  
 22277 Heggerty, J. F., "  
 22278 King, J. P., "  
 22279 McAlpine, A. C., "  
 22280 Noyes, C. H., "  
 22281 Pickett, H. W., "  
 22282 Russell, F. K., "  
 22283 Talbot, W. A., "  
 22284 Windsor, F. R., "  
 22285 Yates, Geo. F., "

## MICHIGAN DIVISION—17.

Flint Wheelmen.  
 22270 Bridgman, Harry, 814 E. Kersley st., Flint  
 22211 Castree, J. B. E., 413 Avon st., "  
 22212 Clapp, Arthur B., 413 N. First st., "  
 22213 Connell, David W., 1118 Glenwood ave., "  
 22214 Bowker, Corvin, Smith & Bridgman, "  
 22215 Gillies, Marvin P., "  
 22216 Moll, Dr. Barney C., 400 Saginaw st., "  
 22217 Simpson, Floyd D., 311 Saginaw st., "  
 22218 Batchel, Harvey, 116 2nd st., "  
 22219 Beach, Allen J., 615 Court st., "  
 22220 Shank, Guy, 410 3rd st., East "  
 22221 Leishman, Alex. A., "  
 22222 Smith, Geo. L., "  
 22223 Willison, Louis G., "  
 Unattached.

22325 Le Roy, Fred. R., 725 Emerson st., East Saginaw  
 22326 Inglis, James G., care Y. M. C. A., "  
 22327 Thorington, C. C., Romeo

## MISSOURI DIVISION—9.

Mo. Bi. Club.  
 22311 Stewart, A. K., 212 Pine st., St. Louis  
 22256 Child, J. H., 1012 Olive st., "  
 United Wheelmen.

22142 Reynolds, Lavern, 557 Main st., Kansas City  
 Unattached.

22138 Dorsey, Jno. S., Columbia  
 22139 Rollins, H. B., Box 186, "  
 22140 Hockaday, Rollins M., Box 23, "  
 22141 Douglass, Joe L., Box 2, "  
 22309 Barstow, Chas. W., 3643 Lindell ave., St. Louis  
 22310 Silverburg, Ben, 1238 Biddle st., "

## NEW HAMPSHIRE DIVISION—3.

Rockingham Bi. Club.  
 22295 Hainer, J. S., Portsmouth  
 22296 Bates, J. K., "  
 22297 Hutchinson, Harry, Hanover

## NEW JERSEY DIVISION—4.

Unattached.  
 22224 Canfield, Frederick W., 483 Wash. st., Newark  
 22257 Hausmann, Gustave, Ridgely

## NEBRASKA DIVISION—1.

Unattached.  
 22328 Thompson, O. B., Box 44, Grand Island



|                      |                                      |               |
|----------------------|--------------------------------------|---------------|
| 22286                | Taylor, E. L.,                       | No. Clarendon |
| 22287                | Lott, G. E.,                         | "             |
| 22288                | Hershfield, H. L.,                   | "             |
| Wellsboro Wheelmen.  |                                      |               |
| 22241                | Erwin, Jennie N., 106 Main st.,      | Wellsboro     |
| Wissahickon Wheelmen |                                      |               |
| 22336                | Gessleman, John J., Conlter st.      | Germantown    |
| 22337                | Thomas, C. W., East Mt. Airy ave.,   | "             |
| 22339                | Campion, F. H., 4783 Hancock st.,    | "             |
| 22340                | Why, Harry, 4783 Wakefield st.,      | "             |
| 22338                | Banning, C. H., 3333 North 19th st., | Philadelphia  |
| Unattached.          |                                      |               |
| 22239                | Armstrong, W. P., 32 N. Canal st.,   | Allegheny     |
| 22240                | Allison, Wm. H.,                     | Coatesville   |
| 22305                | Price, William N., 18 Pastorius st., | Germantown    |
| 22259                | Alsop, Edmund C.,                    | Paoli         |
| 22359                | Davies, William O.,                  | Slatington    |
| 22358                | Schmich, S. S., Box 137,             | So. Bethlehem |

## RHODE ISLAND DIVISION—8.

|                       |                                       |            |
|-----------------------|---------------------------------------|------------|
| Bristol Co. Wheelmen. |                                       |            |
| 22364                 | Greene, Robert H., Box 288,           | Warren     |
| 22365                 | Brownell, John P.,                    | "          |
| 22366                 | Childs, R. M.,                        | "          |
| Unattached.           |                                       |            |
| 22367                 | Eddy, H. W.,                          | "          |
| 22362                 | Davis, Henry F., 102 Chestnut st.,    | Providence |
| 22363                 | Howard, Elisha H., Box 287,           | "          |
| 22361                 | Woodley, Geo. F. Jr., 467 Friendship, | "          |
| 22369                 | Webster, Howard M., Box 1224,         | "          |

|                         |                   |             |
|-------------------------|-------------------|-------------|
| TEXAS DIVISION—2.       |                   |             |
| San Antonio Wheel Club. |                   |             |
| 22368                   | Maverick, Albert, | San Antonio |
| 22369                   | Pancoast, J. E.,  | "           |

|                     |                      |         |
|---------------------|----------------------|---------|
| VERMONT DIVISION—1. |                      |         |
| Unattached.         |                      |         |
| 22242               | Chandler, Albert H., | Chester |

|                       |                                  |           |
|-----------------------|----------------------------------|-----------|
| WISCONSIN DIVISION—1. |                                  |           |
| Mil. Wheelmen.        |                                  |           |
| 22307                 | Krause, Henry C., 601 Vliet st., | Milwaukee |

## League Club Renewals.

The following League Clubs have filed, in the office of the Secretary, the annual certificate as required by the rules. Blank certificates will be furnished Secretaries on application.

|                                                       |
|-------------------------------------------------------|
| No. 3—Essex Bicycle Club, Newark, N. J.               |
| No. 14—Cincinnati Bicycle Club, Cincinnati, O.        |
| No. 40—Canton Bicycle Club, Canton, O.                |
| No. 41—Holyoke Bicycle Club, Holyoke, Mass.           |
| No. 42—Columbia Wheelmen, Columbiaville, N. Y.        |
| No. 49—Frankford Bicycle Club, Frankford, Phila., Pa. |
| No. 52—Mercury Wheel Club, Flushing, N. Y.            |
| No. 54—Portland Wheel Club, Portland, Me.             |
| No. 76—Washington Cycle Club, Washington, D. C.       |
| No. 95—Union Co. Wheelmen, Westfield, N. J.           |
| No. 112—Richland Ramblers, Mansfield, O.              |
| No. 117—Columbia Bicycle Club, No. Attleboro, Mass.   |
| No. 119—Hoosac Wheelmen, Hoosick Falls, N. Y.         |
| No. 137—Roxbury Bicycle Club, Roxbury, Mass.          |

|                                                   |
|---------------------------------------------------|
| No. 187—Winona Cyclist Club, Winona, Minn.        |
| No. 104—Syracuse Cycling Club, Syracuse, N. Y.    |
| No. 206—Star Bicycle Club, Detroit, Mich.         |
| No. 207—Carrollton Cycling Club, Carrollton, Ill. |
| No. 211—Jefferson Co. Wheelmen, Steubenville, O.  |

## Renewal List.

BOSTON, April 26, 1889.

| List No. 4          |         |
|---------------------|---------|
| California.....     | 94      |
| Colorado.....       | 6       |
| Connecticut.....    | 22      |
| Delaware.....       | 13      |
| Dist. of Col.....   | 17      |
| Illinois.....       | 58      |
| Indiana.....        | 2       |
| Iowa.....           | 27      |
| Kansas.....         | 4       |
| Kentucky.....       | 1       |
| Louisiana.....      | 36      |
| Maine.....          | 3       |
| Maryland.....       | 22      |
| Massachusetts.....  | 65      |
| Michigan.....       | 24      |
| Minnesota.....      | 10      |
| Missouri.....       | 24      |
| Nebraska.....       | 4       |
| New Hampshire.....  | 2       |
| New Jersey.....     | 91      |
| New York.....       | 132     |
| Ohio.....           | 65      |
| Pennsylvania.....   | 137     |
| Rhode Island.....   | 36      |
| Tennessee.....      | 4       |
| Texas.....          | 5       |
| Vermont.....        | 2       |
| Virginia.....       | 2       |
| W. Virginia.....    | 1       |
| Wisconsin.....      | 1       |
| Alabama.....        | 3       |
| Dakota.....         | 1       |
| Florida.....        | 1       |
| Georgia.....        | 1       |
| Mississippi.....    | 1       |
| Montana.....        | 1       |
| New Mexico.....     | 1       |
| No. Carolina.....   | 1       |
| South Carolina..... | 1       |
| Utah.....           | 3       |
| Washington.....     | 1       |
| Wyoming.....        | 1       |
| England.....        | 1       |
| Canada.....         | 1       |
| Nova Scotia.....    | 1       |
| Total.....          | 929—385 |

## Number

## Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, Box 5267, Boston:—Enclosed you will find \$..... for initiation fee and dues in the League of American Wheelmen to April 30, 1890. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Date.....

Name.....

Club..... St. and Number, or Box.....

References:..... City.....

State.....

Enclosed..... for Holder.

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The initiation Fee is \$1.00; the Annual Dues are \$1 during the first half year, May 1 to Oct. 30, and 50 cents during the second half, Nov. 1 to April 30. Enclose \$2 with this blank on any date between date of paper and Oct. 30.

☛ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

Rec'd

Folio

## LEAGUE OF AMERICAN WHEELMEN.

## RENEWAL BLANK, 1889.

ABBOT BASSETT, Secretary, (Box 5267, Boston.)

Date..... 1889.

Enclosed find \$1 in..... for dues to April 30, 1890.

1888 Number..... Name.....

Original Number..... Street and No.....

Club..... City..... State.....

Enclosed..... for Holder.

READ CAREFULLY BEFORE FILLING BLANK. Stamp must be enclosed if sender wants receipt. Otherwise the ticket must be the receipt. Don't Forget to send your Numbers. Don't send old ticket. Don't send checks for \$1. Write very plainly—PRINTING PREFERRED. Stamps of a denomination above two cents will not be received.



WARWICK CYCLE MANUFACTURING CO.,

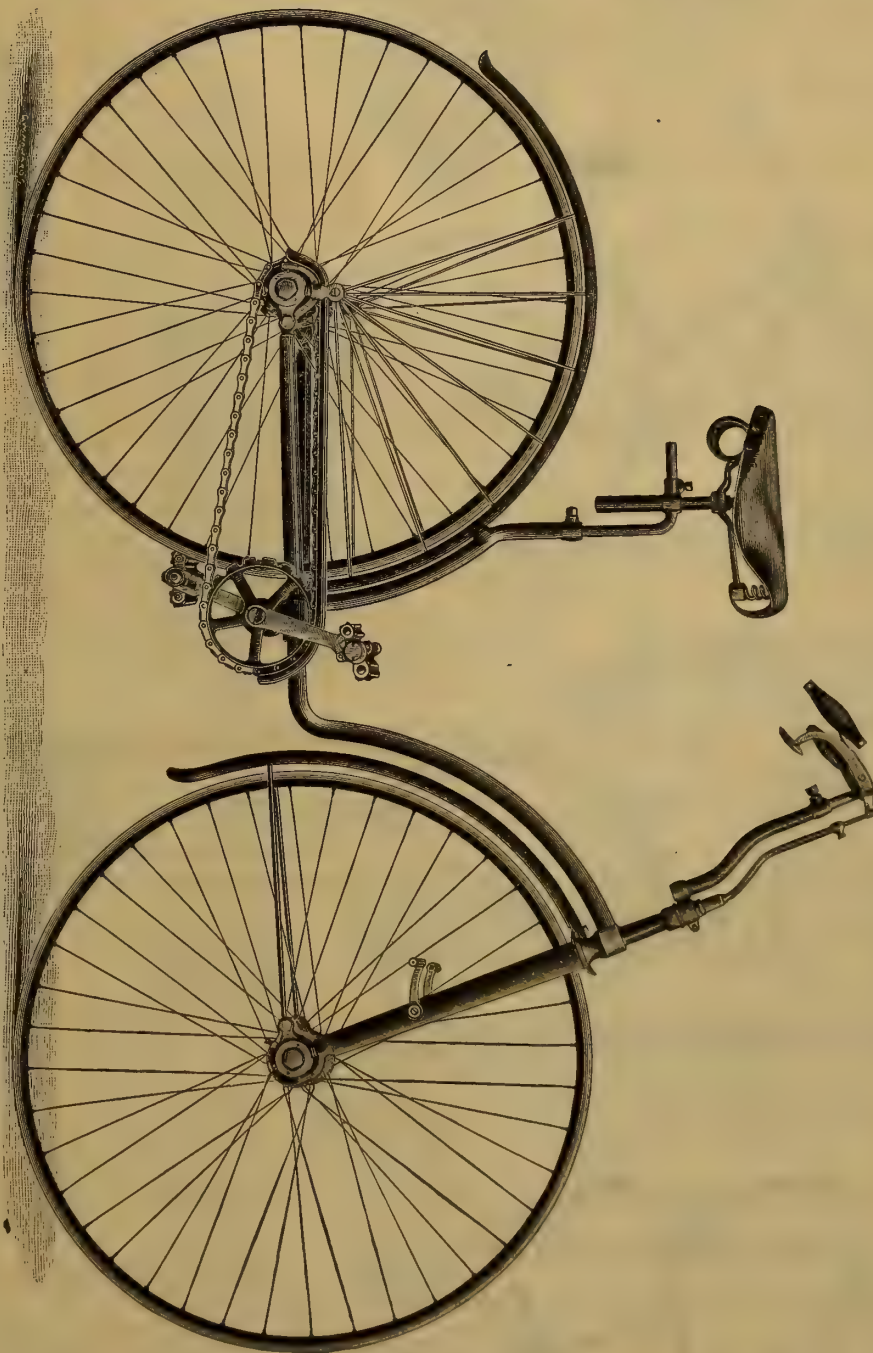
SPRINGFIELD, MASS.

# WARWICK PERFECTION.

WEIGHT 49 POUNDS.

As perfect of control as a Tricycle. Adjustable for all Sizes.

THE BEST ON EARTH. SEND FOR CATALOGUE.



A forged hardened steel chain guaranteed to stand a  
**3000 POUNDS STRAIN.**

THE BRAKE EFFECTIVE AND OUT OF SIGHT.

"THE ONLY MACHINES FOR LADY OR GENTLEMAN."

Absolutely Wrought Steel throughout---No Castings.

THE PERFECTION OF CYCLE MECHANISM.

Wholesale Depots

{ W. W. STALL, 509 Tremont Street, Boston Mass., for Eastern Massachusetts.  
HALPIN & CO., 13 Murray Street, New York, for New York State.  
C. F. STOKES, 293 Wabash Avenue, Chicago, Ill., for Northwest.  
D. SNITZER, 1012 Olive Street, St. Louis, Mo., for Southwest.  
H. A. LOZIER & Co., 340 Superior St., Cleveland, O., for O., Pa., Ind., W. Va., and Tenn.

A. KENNEDY-CHILD, Supt. Agencies.



# PSYCHO WHEELS FOR 1889.

IMPORTERS: CAPITAL CYCLE CO., Washington, D. C.

The Psycho cycles are imported by the Capital Cycle Company, of Washington, D. C. This firm were the first to recognize the merits of all forms of rear-driving safeties, and in 1885 imported the first one ever brought into this country. They also designed and introduced the first tandem safety in 1888. They designed and manufactured in 1887 the first rear-driving

ladies' safety bicycle, and credit should be given them for their efforts in this direction. They have accomplished as much for the weaker sex by reducing friction, weight, and by giving increased pleasure, as did the inventor of the spider wheel for the stronger sex by improving the bone-shaker.

They handle only one form of three-wheeled machines, and that a hand lever tricycle for cripples, which is remarkably light and can be steered and driven by the hands. The Psycho cycles imported by this firm are made from designs by Mr. H. S. Owen. The wheels are remarkable for their lightness, strength, harmonious and uniform construction, simplicity, fewness of parts and general gracefulness of design. They are made of weldless steel tubing throughout, including frame, rear forks, saddle post, handle-bar and upright. They have ball bearings to all parts except head, butt-ended direct spokes, more to rear wheel than front, done to proportion the machine for strains.

Psycho cycles do not have hollow rims, tangent spokes, ball head or spring forks. No change will be made in Psychos over the 1888 pattern. The Fish hammock saddle will be used. The plunger brake will be used, as it is the simplest and very powerful. This firm have hoped for years past, and now claim, that the wheel of the future will be a rear-driving safety, with dropped frame, suitable for both sexes. They anticipate some prejudice at first, but show their faith in their belief by introducing four styles of dropped-frame safeties, suitable for either lady or gentleman, having detachable brace rods; and although they import two forms of straight-frame safeties, suitable only for men, they advise intending purchasers to give the preference to the dropped-frame, not only on account of its adaptability to use by all members of the family, but also for its grace and strength. The Capital Cycle Company claim to give the best guarantee in the trade, as they guarantee not only against defects in workmanship and material, as do other firms, but also against construction, which is more important. A machine may break not only on account of a flaw, but from bad proportioning. The Capital Cycle Company introduce seven forms of safety or rear-driving bicycles for both sexes for this season, varying in weight and construction. They are as follows:

1. "Men's Straight Frame Psycho Safety," 30-inch wheels, 7-8 and 3-4 inch tires, geared to 57 inches, weight 47 lbs. Price, \$140.

2. "Men's Light Roadster Psycho Safety" (*see cut*), 30-inch wheels, 3-4 inch tires, made for gentleman riders and scorchers on good roads, geared to 60 inches, weight 38 lbs. Price, \$140.

3. "Men's Dropped Frame Psycho Safety" is designed like ladies' safety (*see cut*), 30-inch wheels, 7-8 and 3-4 inch tires, weight 50 lbs. Will carry any weight on any road. Detachable brace rod makes it suitable for ladies and a general family machine. Price, \$140. Geared to 57 inches.

4. "Ladies' Roadster Psycho Safety," 3-4 inch tires, 29-inch wheels. Detachable brace rod, suitable for short or medium height gentlemen. Will stand any weight. Weight 44 lbs. (*See Cut.*) Geared to 50 inches.

5. "Ladies' Light Roadster Psycho Safety," 29-inch wheels, 3-4 and 5-8 inch tires, weight 38 lbs. Superb finish, very light and easy running, intended for light weight ladies, but will carry 175 lbs. Geared to 50 inches.

6. "Ladies' Extra Light Psycho," 28-inch wheels, made for short, light ladies, weight 34 lbs., gear 48 inches. Price, \$140.

7. "Psycho Tandem Safety," intended for lady and gentleman or two gentlemen, 7-8 inch tires to both wheels, very strong, light and simple. Will carry any weight. Price, with two separate brakes, \$200. Geared to 57 inches.

The Capital Cycle Company have prepared for their share of the trade this year, relying upon the merits of their wheels. They only handle two-wheeled safeties; no ordinaries or tricycles.

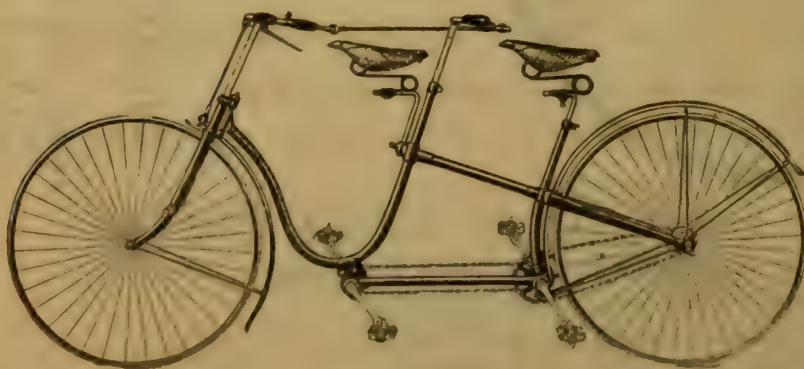


PSYCHO LIGHT ROADSTER, WEIGHT, 38 POUNDS.



LADIES' AND GENTLEMEN'S PSYCHO.

Three Weights, 39 lbs., 44 lbs., and 50 lbs.



PSYCHO TANDEM SAFETY, WEIGHT, 74 POUNDS

ART CALENDAR AND PRICE LIST NOW READY.



## HOLMES & CO., Manufacturers.

We call special attention to a new feature in  
**JERSEY SHIRTS**  
For Gymnasts and Athletes.

**887. Heavy Rib, - - \$5.00**



We have made these garments for two seasons and sold them through A. G. Spalding & Brother, New York and Chicago.

4 full suits to the Chicago Base Ball Club.

2 to the New York.

1 to Detroit.

1 to the Washington.

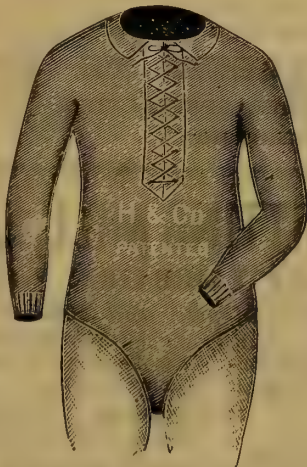
1 to the Indianapolis.

1 to the Cincinnati.

1 to the Pittsburg.

1 to All America, besides several amateur clubs.

**881. Heavy Rib, - - \$5.00**  
These are in use by the Des Moines Base Ball Club.  
These Cuts represent the shape and use of our new Athletic Garments.



**868. Heavy Rib, - - \$4.50**

It not only keeps the shirt down in place, but acts as a supporter.

**Bicycle Riders, Try Them.**

**884. Heavy Rib, any color, \$4.00**  
Bathers and Gymnasts wear these shirts under or over tights.  
**TRY THEM.**



**859. Heavy Rib, - - \$3.50**

These garments are made only in our Heavy Rib.  
These garments are all patented, and all imitators will please let them alone.

**Bathers, Base Ball Clubs, Gymnasts, TRY THEM.**

Send Stamp for Catalogue.

**HOLMES & CO.,**

109 Kingston St. - - - Boston.

## Browning, King & Co.

406, 408, 410 & 412

**Broome Street,  
NEW YORK.**

**The Only Official Tailors to  
the L. A. W.**

PRICE LIST **L. A. W. UNIFORMS.**

**COAT, \$8.25. BREECHES, \$5.50.**

**Cloth, \$2.25 per yard.**

**Large Buttons, 5c. each.**

**Small Buttons, 3c. each.**

**The Billings & Spencer Co., Hartford, Conn.,  
U. S. A.**

Manufacturers of the Wheelman's Favorite, Billings' Patent Bicycle Wrenches, 4 and 5 inches long when closed. Well and favorably known on two continents.



Drop forged of bar steel and finished in a thorough manner and case hardened. Small in size but giants in strength, warranted a first-class tool in every respect.

For sale by all Cycle manufacturers and dealers.



## SAFETY BICYCLES.



Made by Gormully & Jeffery, "RAMBLERS."

" Springfield Roadster Co., "Volants."

" Overman Wheel Co., "VICTORS."

" Singer & Co., (Coventry, Eng.) "SINGERS."

" Indiana Bicycle Mfg. Co., "DANDIES."

Send for Bicycle Catalogue, FREE.

**MERWIN, ÷ HULBERT ÷ & ÷ CO.,**



**26 W. 23d Street, New York.**

**OPPOSITE 5th AVE. HOTEL.**



## HARLEM BICYCLE CO.,

284 Lenox Avenue, near 125th Street,  
Agents for

**VICTOR CYCLES**

And all the Best American and English Wheels,  
Boys' and Girls' Bicycles, Velocipedes and Tricycles

**Renting, Storing, Lockers, etc.**

**REPAIRING A SPECIALTY.**

## SAVE MONEY

By sending your Repair orders to us. We have all the facilities of the repair-shops in the cities, and our charges are about half as much.

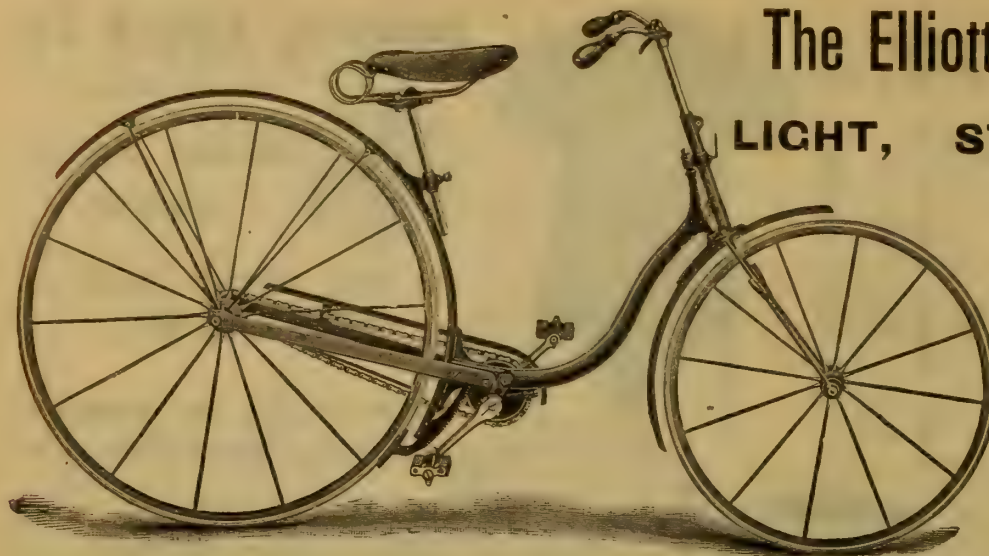
**SEEKING IS BELIEVING.**

We sell new and second-hand wheels and cycling sundries.

**CLINTON CYCLE CO.,**

North High St., - - CLINTON, MASS.





## The Elliott Hickory Bicycle.

### LIGHT, STRONG, CHEAP.

The following answers a question recently asked us by a party who evidently reads the Cycling Papers:

No, we don't "think we make the best Cycle in the world, we *know* it; but the reason we don't say so is because such a statement would lack novelty and we should expect no one to believe it. We prefer to submit the wheel to your inspection.

**STERLING CYCLE CO.,**  
NEWTON, MASS.



### THE BEST SAFETY STAND EVER INVENTED.

Weights but 3 pounds, is too small to be seen, and sells for 60 cts.

**KIRK BROWN,**  
18 So. Broad Street, Philadelphia,

### The Improved Buffalo Stand

IS NOW READY.

This stand holds Ordinaries and Stars, and two of them will hold a Safety. The price is 30c. Discount to dealers.

**KIRK BROWN,**  
No. 18 So. Broad St., Philadelphia.

**SEND FOR LIST OF  
Second-Hand Wheels,**  
With terms of Easy Payments, to  
**KIRK BROWN,**  
18 So. Broad St., - Philadelphia.

## Howard A. Smith & Co.

Will appoint Agents for their immense line of Sundries in all unoccupied territory.

#### SPECIALTIES.

|                                         |                     |
|-----------------------------------------|---------------------|
| Bundle Carriers,                        | Hose Supporters,    |
| Stockings,                              | Adhesive Tire Tape, |
| Standard Gloves,                        | Spoke Grips,        |
| Whistles,                               | Standard Oil,       |
| Newark Enamel,                          | Newark Lamps,       |
| Cement,                                 | Graphite,           |
| - Caps, Belts, Jersey Suits, etc., etc. |                     |

**ORATON HALL, NEWARK, N. J.**

Store and Riding Hall open Evenings.

### DON'T

Botch up your machine with liquid enamel. We will finish your wheel in *best* baked enamel, and nickel the trimmings, for \$10.00. Parties with '83 Experts, can have their machines fitted with one-piece hollow bars and spades **CHEAP**. Send for descriptions to

**LINCOLN HOLLAND & CO.,**  
Worcester, Mass.

## ELASTIC TIP CO.,

MANUFACTURERS OF

**Bicycle Handles of every description. Bicycle Tires, Pedal Rubbers, etc.**



|                                                      |                 |
|------------------------------------------------------|-----------------|
| Spade Handles, complete, full nickel,                | \$2.50 per pair |
| Forged Steel Spades in the rough with bolts and grip | \$2.00 per pair |
| Spade Grips, Vulcanite, any style,                   | \$.50 per pair  |
| Soft Rubber Handles, Pear Shape,                     | \$1.50 per pair |
| Tire Cement                                          | \$.25 per box   |
| Electric Tape                                        | \$.25 per roll  |

Send for wholesale list of Bicycle Tires, &c.

*Mould work of any kind solicited.*

## THE ELASTIC TIP CO.,

RUBBER SPECIALTIES,

Cor. Cornhill and Washington St., - - Boston.



## ERIE KNITTING MILL, Erie, Pa.

**FRANK FAIRBAIRN, Prop.**

*Manufactures Bicycle and Athletic Goods.*

Our Bi. Jerseys, Knit Pants and Worsted Stockings are the best on the market. We make them to order and to measure. Try them and be convinced.

#### TESTIMONIAL.

WILMINGTON, DEL., February 13, 1889.

Frank Fairbairn, Erie, Pa.:

DEAR SIR—I have been using your knit suitings steadily during the last year (1888) and to present time, and they have given perfect satisfaction.

I much rather prefer them to our own club suits, and have been wearing the same in place thereof, for both summer and winter riding. Have used knit goods of other makers, but find yours to wear better and more durable than any I have yet seen.

Yours, etc.,

B. FRANK MCDANIEL.



SAVE MONEY. Before YOU BUY

### BICYCLE OR GUN

Send to A. W. GUMP & CO., Dayton, O., for Prices. Over 400 shop worn and second hand Cycles. Repairing and Nickeling. Bicycles, Guns and Typewriters taken in trade.

Factory Price. Our Price.

|                  |        |         |         |
|------------------|--------|---------|---------|
| <b>NEW</b>       | 48 in. | \$50 00 | \$27 00 |
| <b>ACME</b>      | 46 in. | 45 00   | 25 00   |
| <b>BICYCLES.</b> | 44 in. | 40 00   | 23 00   |

Rubber tires with tool bag and tools.

## Bicycle Dealers

Should not fail to write

**A. W. GUMP & CO., Dayton, O.,**

if they are in need of any

**Second Hand Bicycles.**

Describe what you want and about what price.

Mention this paper.



# Schoverling, Daly & Cales,

AGENTS FOR

**New Mail,  
VINEYARD, IDEAL**  
and other Bicycles.



AGENTS FOR

Wright & Ditson's  
**LAWN TENNIS**  
A, J, Reach Co's,  
**Base Ball Goods.**

**302 BROADWAY, NEW YORK.**

**SPRING OPENING.**  
THE MOST COMPLETE STOCK  
—OF—

FOREIGN AND DOMESTIC

**Woolens**

IN THE COUNTRY.

**A New Feature  
for this Season,  
OUR \$18.00 SUITS  
TO ORDER.**

Estimates and samples cheerfully furnished for

**Uniform Suits,**

All the leading Cloths in Stock.

SATISFACTION GUARANTEED.

*Nicoll*  
The Tailor.

145 and 147 Bowery, and  
771 Broadway, cor. Ninth St.



One-Third Actual Size.

This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 172 9th avenue, New York.

Official Outfitters to the League of American Wheelmen.  
Authorized by the Uniform Committee,

*Elliott W. Johnson*  
*A. Malcolm Beckwith* Committee.  
*J. H. Palmer*

**Browning, King & Co.**

Official Tailors of the L.A.W.



406, 408, 410 &amp; 412

Broome Street,

NEW YORK.

The Only Official Tailors to the L.A.W.

COAT, \$8.25, BREECHES, \$5.50.

Cloth, \$2.25 per yard.

Large Buttons, 5c. each.

Small Buttons, 3c. each.

**A. G. Spalding & Bros.**

Makers of the Official L. A. W. Sundries.

Caps. League Regulation.....1.25

Shirts. League Regulation.....2.00

No. XX Fine Cheviot for hot weather wear.....1.00

Stockings. Our celebrated Linen Sole Stocking, League color.....1.00

Belts. No. X Silk, Edge's League color, white centre, Snake Buckle......50

No. XX Worsted Solid, League color, Snake Buckle......40

Shoes. Our new L.A.W. Kangaroo Shoe, hand made, light, strong, elastic.....5.00

No. 1, Canvas, leather trimmings.....3.50

Sent post paid on receipt of price.

Send for Catalogue Knit Racing and Training Suits

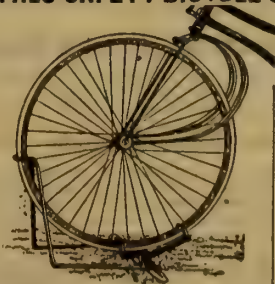
**A. G. SPALDING & BROS.,**

241 Broadway, New York.

108 Madison St., Chicago

**FOR YOUR SAFETY.**  
The BUFFALO SAFETY BICYCLE STAND

Firm, Strong, Portable.



Price, \$1.00.

**A. G. SPALDING & BROS.,**

Sole Agents,  
NEW YORK AND CHICAGO.

The trade supplied.

GET THE BEST!  
THE

**Standard  
Cyclometer.**

Greatly Improved  
for 1889.

No more Rattle.

Simplest and Best Instrument ever Invented.

Made for all Safeties.

Registers 2500 Miles.

**J. A. Lakin & Co.,**

WESTFIELD, MASS.

Send for Circular



## HOWARD A. SMITH & CO'S SECOND-HAND LIST ORATON HALL, NEWARK, N. J.

NOTE THE REDUCTION IN PRICES.

| List Size | Make, Large Wheel Bearings, Finish and Cond'n.             | *        | †    | ‡     |
|-----------|------------------------------------------------------------|----------|------|-------|
| 325 54    | Club, Ball, Nickeled, good condition.....                  | \$180.00 | \$55 | Ball  |
| 402 50    | Club, Ball, Nickeled, first-class condition.....           | 175.00   | 60   | Ball  |
| 432 48    | Expert, Ball, Nickeled, first-class condition.....         | 140.00   | 65   | Ball  |
| 438 54    | Harvard, Ball, Enameled, good condition.....               | 140.00   | 45   | Ball  |
| 459 50    | Victor, Ball, Enameled, first-class condition.....         | 140.00   | 75   | Ball  |
| 474 54    | American Star, Plain, 2-3 Nickeled, good condition.....    | 100.00   | 40   | Plain |
| 479 52    | British Challenge, Ball, 2-3 Nickeled, good condition..... | 166.00   | 60   | Ball  |
| 483 56    | Expert, Ball, Enameled, good condition.....                | 145.00   | 60   | Ball  |
| 486 48    | American Star, Plain, Nickeled, good condition.....        | 100.00   | 45   | Plain |
| 489 54    | Harvard, Ball, Enameled, good condition.....               | 140.00   | 30   | Ball  |
| 503 54    | British Champion, Ball, Enameled, fair condition.....      | 137.50   | 55   | Ball  |
| 508 51    | Special Star, Plain, Enameled, first-class condition.....  | 140.00   | 65   | Ball  |
| 519 50    | Premier, Ball, Enameled, good condition.....               | 120.00   | 40   | Plain |
| 520 54    | Royal, Ball, Enameled, shop-worn condition.....            | 135.00   | 90   | Ball  |
| 521 52    | Royal, Ball, Enameled, good condition.....                 | 135.50   | 70   | Ball  |
| 522 50    | Royal, Ball, Enameled, shop-worn condition.....            | 130.00   | 90   | Ball  |
| 523 54    | Club, Ball, 2-3 Nickel, good condition.....                | 160.00   | 35   | Ball  |
| 530 53    | Columbia Lt. R., Ball 2-3 Nickel, first-class con.....     | 137.50   | 90   | Ball  |
| 531 53    | Columbia Lt. R., Ball, 2-3 Nickel, first-class con.....    | 137.50   | 90   | Ball  |
| 535 38    | Facile, Ball, Enameled, first-class condition.....         | 137.00   | 35   | Ball  |
| 544 48    | Royal, Ball, Enamel, good condition.....                   | 120.00   | 60   | Ball  |
| 545 50    | Expert, Ball, Enameled, good condition.....                | 140.00   | 65   | Ball  |
| 561 51    | Special Star, Plain, Enameled, first-class condition.....  | 135.00   | 60   | Ball  |
| 564 52    | Expert, Ball, 2-3 Nickel, first-class condition.....       | 145.00   | 65   | Ball  |
| 570 50    | Expert, Ball, Nickeled, first-class condition.....         | 142.50   | 75   | Ball  |
| 574 42    | Special Star, Plain, Enameled, first-class con.....        | 107.00   | 60   | Cones |
| 577 50    | Am. Rudge, Ball, Nickeled, fair condition.....             | 102.50   | 50   | Ball  |
| 578 56    | Harvard, Ball, Nickeled, good condition.....               | 160.00   | 50   | Ball  |
| 579 54    | Am. Club, Ball, Enameled, fair condition.....              | 160.00   | 35   | Ball  |
| 581 50    | Royal, Ball, Enameled, new condition.....                  | 140.00   | 95   | Ball  |
| 582 52    | Royal, Ball, Enameled, new condition.....                  | 142.50   | 95   | Ball  |
| 587 54    | Expert, Ball, Nickeled, first-class condition.....         | 145.00   | 75   | Ball  |
| 589 54    | Victor, Ball, 2-3 Nickeled, first-class condition.....     | 135.00   | 60   | Ball  |
| 593 51    | Special Star, Plain, Enameled, first-class condition.....  | 142.50   | 80   | Ball  |
| 597 50    | Volunteer, Ball, Enameled, first-class condition.....      | 100.00   | 70   | Ball  |
| 600 50    | Springfield Rd., Ball, Enameled, first-class con.....      | 100.00   | 80   | Ball  |
| 603 54    | New Rapid, Ball, Enameled, good condition.....             | 135.00   | 65   | Ball  |
| 605 53    | Col. Light Roadster, Ball, Nickel, good condition.....     | 137.00   | 80   | Ball  |
| 606 52    | Expert, Ball, Nickel, good condition.....                  | 140.00   | 55   | Ball  |
| 608 54    | Expert, Ball, Nickel, first-class condition.....           | 142.00   | 110  | Ball  |
| 609 50    | Ideal, Plain, 2-3 Nickel, good condition.....              | 60.00    | 40   | Cones |
| 611 51    | American Star, Plain, Enamel d, good condition.....        | 75.00    | 30   | Plain |
| 612 54    | American Star, Plain, 2-3 nickel, good con.....            | 80.00    | 50   | Plain |
| 614 54    | Expert, Ball, Full Nickel, good condition.....             | 145.00   | 60   | Ball  |
| 617 52    | Expert, Ball, Nickel, first-class condition.....           | 142.00   | 90   | Ball  |
| 618 56    | Special Col., Ball, Enamel good condition.....             | 102.00   | 25   | Cones |
| 619 54    | Expert, Ball, 2-3 Nickel, good condition.....              | 145.00   | 60   | Ball  |
| 620 50    | Royal, Ball, Enamel, shop-worn condition.....              | 135.00   | 90   | Ball  |
| 621 52    | Royal, Ball, Enamel, shop-worn condition.....              | 135.00   | 90   | Ball  |

|        |                                                       |        |    |       |
|--------|-------------------------------------------------------|--------|----|-------|
| 622 42 | Ideal, Plain, Enamel, good condition.....             | 35.00  | 20 | Plain |
| 623 50 | Springfield Rd., Ball, Enamel, good condition.....    | 100.00 | 60 | Ball  |
| 624 42 | St r, Plain, Enamel, good condition.....              | 80.00  | 30 | Plain |
| 626 42 | Otto, Plain, Enamel, fair condition.....              | 40.00  | 15 | Plain |
| 628 50 | Expert, Ball, Full Nickel, first-class condition..... | 140.00 | 95 |       |
| 632 51 | Am. Star, Plain, Enamel, Fair condition.....          | 75.00  | 25 |       |
| 633 45 | Am. Star, Plain, Enamel, first-class condition.....   | 80.00  | 50 |       |
| 634 50 | Special, Plain, Enamel, good condition.....           | 92.00  | 25 |       |

### TRICYCLES AND TANDEM.

|        |                                                           |        |     |      |
|--------|-----------------------------------------------------------|--------|-----|------|
| 301 .. | Columbia, 3-track, Ball, Enameled, good condition.....    | 185.00 | 45  |      |
| 496 .. | Sparkbrook, Ball, Enameled, first class condition.....    | 185.00 | 90  |      |
| 511 .. | Victor, Ball, Enameled, first class condition.....        | 160.00 | 50  |      |
| 534 .. | Humber, Ball, Enameled, first class condition.....        | 185.00 | 75  |      |
| 555 .. | Marlboro, Ball, Enameled first class condition.....       | 250.00 | 100 |      |
| 556 .. | Humber, Ball, Enameled, first class condition.....        | 260.00 | 100 |      |
| 590 .. | Star Tricycle, Ball, Enameled, first class condition..... | 100.00 | 80  |      |
| 627 48 | Victor Tricycle, Ball, Enameled, good condition.....      | 160.00 | 40  | Ball |

\* Price when new. † Price now. ‡ Small wheel bearings.

Any of these machines may be seen and tested at Oraton Hall, or they will be shipped to any address, C. O. D., with the privilege of examination, providing a remittance of \$5.00 accompanies the order as a guarantee for express charges both ways in case machine is returned.

In ordering, state second choice in case first one has been taken.

New Jersey Agents for the Stars, Columbias, Victors, American, Warwicks, Coventry Machinists, etc. Store and Riding Hall Open evenings. Special hours for Ladies' Class learning to ride the Ladies Safety bicycle.

Largest Sundry House in the United States. Send for Illustrated Catalog and Price List.

Agents wanted in unoccupied Territory.

### TIME PAYMENTS.

Write to us for information in regard to the installment plan. New or Second-hand machines so'd on the above arrangement.

### ST. LOUIS WHEEL CO.,

311 N. 14th St., - - - St. Louis, Mo.

### REPAIRS.

We have the only complete

### Bicycle Repair Shop

In New York State. To the usual equipments required in doing a first-class Bicycle Repair Business we have lately added a large

### ENAMELING FURNACE,

Which enables us to produce a finish in every respect equal to that of the best factories.

We are prepared to do

### Bicycle and Tricycle Repairing

Of every description on short notice at prices as low as good material and first-class work will permit. A specialty made of Nickel Plating, Enameling difficult class of Brazing, &c. Satisfaction guaranteed.

Correspondence solicited.

### HARRIS & HABERER,

Successors to

E. N. Bowen's Bicycle Repair Business,  
585 Main Street, - - Buffalo, N. Y.

## Read & Remember,

That Ladies can learn to ride the Ladies' Safety Bicycle at

### ADELPHI HALL,

52d Street and Broadway,

### NEW YORK.

Only a few lessons necessary to become proficient.

Competent and experienced instructors in charge.

Lessons private, only two pupils on the floor at one time.

Floor 80x100, affording ample space for satisfactory instructions and practice.

Gentlemen also instructed in the use of the safety or regular bicycle.

Classes now forming.

Engagements for lessons may be entered in advance, and special hours reserved.

Applications for lessons should be made at my office.

Send for further particulars and terms.

## GEO. R. BIDWELL,

313 W. 58th St.,

NEW YORK.



# HARVARD BICYCLE CLUB RACE MEET.

## \$500 IN PRIZES.

Cambridge, Mass., Saturday, May 11, at 2.30 P. M.

### EVENTS.

1. ONE MILE Safety, Handicap, (open), 100 yds. limit.  
1st Prize, Kodak Camera; 2d Prize, Columbia Cup, given by the Pope Mfg. Co.; 3d Prize, Flobert Rifle.
2. QUARTER MILE BICYCLE, Scratch (open).  
1st Prize, Anthony's Lilliput Detective Camera, given by Barker & Starbird, 56 Bromfield Street, Boston; 2d Prize, Smith & Wesson Hammerless Revolver; 3d Prize, "Pettitt" Tennis Racket.
3. ONE MILE INTERSCHOLASTIC, Scratch, open to all Preparatory Schools. (Entrance fee for this event \$0.50)  
1st Prize, Sole Leather Travelling Bag; 2d Prize, "Sears Special" Racket; 3d Prize, Silver Cup.

4. ONE MILE BICYCLE, Handicap, 120 yds. limit (open).  
1st Prize, Meyrowitz Bros. Yachting Glass, given by the Coventry Machinists' Co.; 2d Prize, Travelling Bag; 3d Prize, Engraved Silver Cup.
5. ONE MILE BICYCLE, 320 Class, Scratch, open to members of H. B. C.  
1st Prize, U. S. Signal Glass, given by Wm. Read & Sons; 2d Prize, "Sears Special" Racket, given by Wright & Ditson; 3d Prize, Engraved Silver Cup.
6. TWO MILE TANDEM SAFETY, Scratch (open).  
1st Prize, Two Brass Standing Lamps; 2d Prize, Two Stop Watches; 3d Prize, Two Engraved Silver Cups.
7. TWO MILE BICYCLE, Handicap, 250 yds. limit, (open).  
1st Prize, Eagle Bicycle, value \$130, given by Eagle Bicycle Co.; 2d Prize, Kodak Camera; 3d Prize, Winchester Repeating Rifle; 4th Prize, Old Silver Cup.

Entrance Fee, \$1. for each Event. Fees must positively accompany entries, to be sent to

**R. H. DAVIS, 153 Brattle Street, Cambridge.**

All seats reserved, price 50 cts., for sale at

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| WRIGHT & DITSON,          | - | - | - | Washington St., Boston.     |
| WM. READ & SON,           | - | - | - | 107 Washington St., Boston. |
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## About one in three of the Ramblers shipped bring in something like this:

BUFFALO, N. Y., April 15, 1889.

MESSRS. GORMULLY & JEFFERY MFG. Co., Chicago, Ill.:

Gentlemen—I have ridden the machine (a Rambler) almost daily since last August, and do not think that there is a Safety, or, in fact, any wheel offered for which I could be induced to make exchange. Formerly rode a —, and my experience is, can put this wheel through more difficult places than any wheel made. Have had no trouble in riding without hands since first few days after received wheel, and, in fact, am full of the merits of the wheel, and cannot fail, at all times, to let others know *what a find* have made.

Awaiting your pleasure, I am, truly yours,

(Signed)

W. E. PLUMMER, JR., 1372 Niagara St.

80-page Catalogue on application.

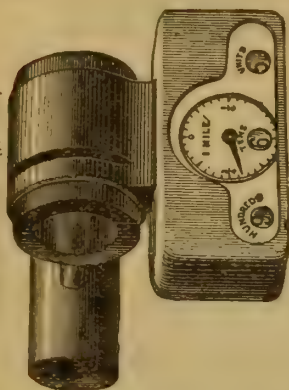
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Patented Feb. 15, 1887.



Ordinary Bicycle, \$10.00  
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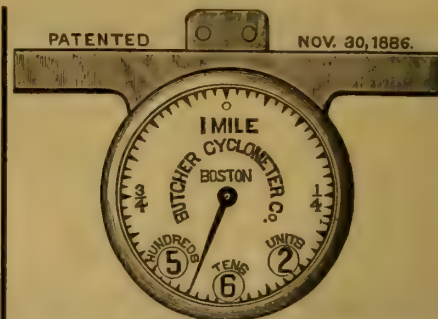
Were measured with, and thousands of the best  
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City Agents for the H. B. Smith Machine Co., makers of the celebrated Pony Special  
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Columbia Light Roadster, used one year, \$60.00;  
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Rear Driver Safeties from \$12 upward.

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That in addition to our Men's Bicycle Shoes, we  
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Sent direct from factory, post paid.

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Courier Safety, 90  
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We give you the best  
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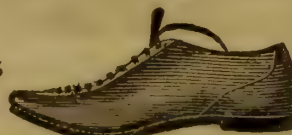
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Write to BROWN BROS. MFG. CO., CHICAGO, ILL.



**Testimonials.**

WEST RANDOLPH, Vt., Sept. 21, 1888.  
H. B. SMITH MACHINE CO.

Dear Sirs—Enclosed find check to balance account for 39x24 Star. It is the best wheel I ever rode. Have surmounted hills that no one ever thought could be ridden, and generally confirmed the other safety riders as to speed as well. Yours truly,

L. P. THAYER.

to speed I think there is little if any difference. Truly yours,

FRANK C. BLODGETT.

NORWICH PHARMACAL COMPANY.

Laboratory and office E. Main St.

NORWICH, N. Y., March 25th, 1889.

H. B. SMITH MACHINE CO., Smithville, N. J.  
Gentlemen—I ride a 48-inch Special, and am more than suited with it. This is the third season and it is as sound as a new wheel. I never had a spoke grip on it yet.

Yours truly,

M. P. GREEN.

easiest wheel up hill I ever rode, and under favorable conditions has lots of speed. It you had only got this 39x24 out before the "Safety craze" struck us there would have been no limit of its sale.

Yours,

D. B. BONNETT.

PORTLAND, Me., March 11th, 1889.

H. B. SMITH MACHINE CO.

Dear Sirs—Having disposed of the 39x24 Special Star we received from you the first of the year, and having proved by practical trial over our snowy streets that it is all you

**THE NEW STAR, 39x24**

Mohegan Lake School, PEEKSKILL, N. Y.  
H. B. SMITH MACHINE CO.

Dears Sirs—My new 39-inch Star arrived yesterday, and it is a beauty. I gave it a good trial, and find that for the rough, sandy, hilly roads which surround this place, it gives me better satisfaction than my 45. As

414 South Broad St.,  
ELIZABETH, N. J., March 16th, 1889.

H. B. SMITH MACHINE CO.

Gentlemen—Star received on the 14th. Handle bar and brake lever very satisfactory. This is quite a machine, I like it better than either the 45 or 48-inch Star; it is the

claim for it; we take pleasure in ordering two more, which we desire for our own use. We want 39x24, 2-3 nickel, with balls, front and Hollow Spade Bar. You may send us one of the large size leather touring bags when you ship wheels. Yours truly,

SIMONS & DOW.

**1889 Machines Ready for Market.**

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to wheelmen, and those interested in wheeling, to visit the Columbia Factory at Hartford, Connecticut, where every opportunity will be given to inspect the evolution of steel into Columbias. The Columbia Factory will interest you; it is the largest cycling plant in the world, and no other cycling factory is so well equipped with machinery and all that pertains to the making of the highest grade of cycles.

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## PLEASE SUSPEND ORDERS

for those "Psycho Ladies' Safeties" which we have been selling and advertising on this page. We have just been notified by Mr. H. S. Owen (Capital Cycle Co.) that such sales are infringements of a patent owned by him, with a request to "desist from such further sale, and to notify you that in the event of your continued infringement he will be compelled to seek legal redress."

Without admitting or denying the validity of this claim until we have it examined, we have asked Mr. Owen for terms of a license under his patent to such machines. In the meantime, not willing to invade any rights of others, we have to inform our patrons that we will neither receive nor fill any further orders for the Psycho.

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**POPE MFG. CO., Boston, New York, Chicago.**































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